

2 REVISIONS TO THE DRAFT EIR

This chapter describes minor modifications to the Martis Valley West Parcel Specific Plan (MVWPSP) as a result of ongoing planning refinements since publication of the Draft EIR (Section 2.1 of this chapter). Also, this chapter presents revisions to the Draft EIR text made in response to comments, or to amplify, clarify or make minor modifications or corrections to information in the Draft EIR (Section 2.2 of this chapter). Changes in the text are signified by ~~strikeouts~~ where text is removed and by underline where text is added. The information contained within this chapter clarifies and expands on information in the Draft EIR and does not constitute “significant new information” requiring recirculation. (See Master Response 1 in Chapter 3 of this Final EIR regarding recirculation; see also Public Resources Code Section 21092.1; CEQA Guidelines Section 15088.5.)

2.1 PROJECT MODIFICATIONS

This section provides a brief description and evaluation of pertinent changes to the proposed MVWPSP project (also referred to as the proposed project or project), that have occurred since the release of the Draft EIR. There have also been minor changes to the Specific Plan project description that have been made in response to comments received on the Draft EIR and new information received by the applicant.

2.1.1 Description of Project Changes

Since publication of the Draft EIR, the project applicant has proposed a modification to address the issue of workforce housing for employees of the proposed MVWPSP. This is discussed below. In addition to this project change, the Martis Valley Community Plan Goals and Policies will be modified under Section VI: Public Facilities and Services to ensure that the MVWPSP and all future development projects under the jurisdiction of the Martis Valley Community Plan will comply with the provisions of Government Code Section 65302(g) (protection from unreasonable risks associated with the effects of seismic, geologic or flooding events or wildland fires, etc.) by preparing and implementing an emergency preparedness and evacuation plan for each individual project and also demonstrating consistency with the 2015 Update to the Placer Operational Area Eastside Emergency Evacuation Plan. The County is proposing to modify the MVCP to include the following new goal (Goal 6.J) and policies (Policies 6.J.1 and 6.J.2):

EPEP Goal 6.J: To establish protocols for emergency events, such as fire, avalanche, seismic and flood protection measures.

EPEP Policy 6.J.1: The County shall require all new development projects prepare and implement an emergency preparedness and evacuation plan consistent with Government Code Section 65302(g) (protection from unreasonable risks associated with the effects of seismic, geologic or flooding events or wildland fires, etc.) and in furtherance of the Placer Operational Area Eastside Emergency Evacuation Plan (Update 2015).

EPEP Policy 6.J.2: The Placer Operational Area Eastside Emergency Evacuation Plan, as updated by the Board of Supervisors in 2015 is hereby incorporated by reference.

The Goals and Policies will be incorporated into Chapter 6 of the Martis Valley Community Plan as Goal 6.J and Policies 6.J.1 and 6.J.2. No additional environmental impacts or changes to the impacts identified in the Draft EIR would occur as a result of the Martis Valley Community Plan text amendment. For future projects, each such plan shall be reviewed in the context of consideration of individual projects. The MVWPSP draft EPEP has been separately reviewed and has been determined to be consistent with the Draft EIR analysis.

Please also see the text revisions, below in this chapter, for the addition of this approval to Table 3-7 and Table 3-8.

Regarding the project modification to address workforce housing for employees of the proposed MVWPSP, Placer County's Housing Element contains goals and policies that apply Countywide. In the Sierra, the County requires that projects provide employee housing through one or more defined mechanisms. Placer County General Plan Housing Policy C-2 requires that each project provide housing or an in-lieu fee to support housing for half its total FTE employees. The project is expected to generate between 66.58 and 122.68 new full-time equivalent (FTE) employees. MVWPSP Policies LU-HS1 through LU-HS5 require the project to comply with County policy. For the Draft EIR, it was anticipated that the project would meet these requirements by payment of an in-lieu fee.

The MVWPSP has been revised to provide for workforce housing on the project site rather than payment of an in-lieu fee. Consistent with Placer County General Plan Policy C-2, a dedication of land to Placer County within the MVWP site is proposed. The proposed employee housing site is located within the developable portion of the plan area, adjacent to the proposed transit shelter (see Exhibit F2-1 on the following page). This dedication of land is intended to provide workforce housing at important milestones as well as to allow Placer County to adapt to regional needs over the course of time. The dedication of land would meet the requirements of Policy C-2.

The dedicated lands would be restricted to workforce housing development. The employee housing site could contain up to 21 units. Those units would be subtracted from the total proposed unit count of 760 for the proposed development; therefore, the total number of units allowed within the project site would not exceed 760. As discussed briefly below, the impacts of the proposed housing land dedication have been fully analyzed in this Draft EIR (because the total unit count and disturbed acreage would not change), and the conclusions of the EIR have not changed.

2.1.2 Evaluation of the Project Modifications

The project modifications that have been proposed by the applicant since the Draft EIR was released do not change the proposed maximum density or types of land uses that were analyzed in the proposed action for the Draft EIR because the proposed workforce housing would be located in an area of the project site that is designated for development (see Exhibits 3-6 and 3-7 of the Draft EIR) and because the 21 units would be subtracted from the 760 unit count of probably residential units (see Table 3-2 of the Draft EIR for the probably mix of unit types), and the total number of units to be built would remain 760.

Impacts associated with land use and forest resources would remain the same because the workforce housing would be consistent with the proposed land use designations, be compatible with the surrounding land uses, and would not result in an increase in forest land converted to developed uses because the area of disturbance is the same as included in the Draft EIR.

Impacts associated with population, employment, and housing and the resultant population-related technical analyses (transportation and circulation, utilities, and public services and recreation) would be similar to those described in the Draft EIR because the overall number of residential units and resultant population increase would be the same. Traffic-related impacts could be slightly reduced, to the extent that employees living and working onsite no longer travel to work by automobile from an offsite location. Placement of the workforce housing near the transit stop could result in an increase in the use of transit. The small percentage of the 21 units of workforce housing to the total development of 760 units (approximately 3 percent) would not increase the transit ridership to a level that would change the transit impacts. As discussed above, the provision of workforce housing on the project site would be consistent with Placer County General Plan Housing Policy C-2, which requires that each project provide housing or an in-lieu fee to support housing for half its total FTE employees. Impact 6-3, Provision of Employee Housing, would remain less than significant.

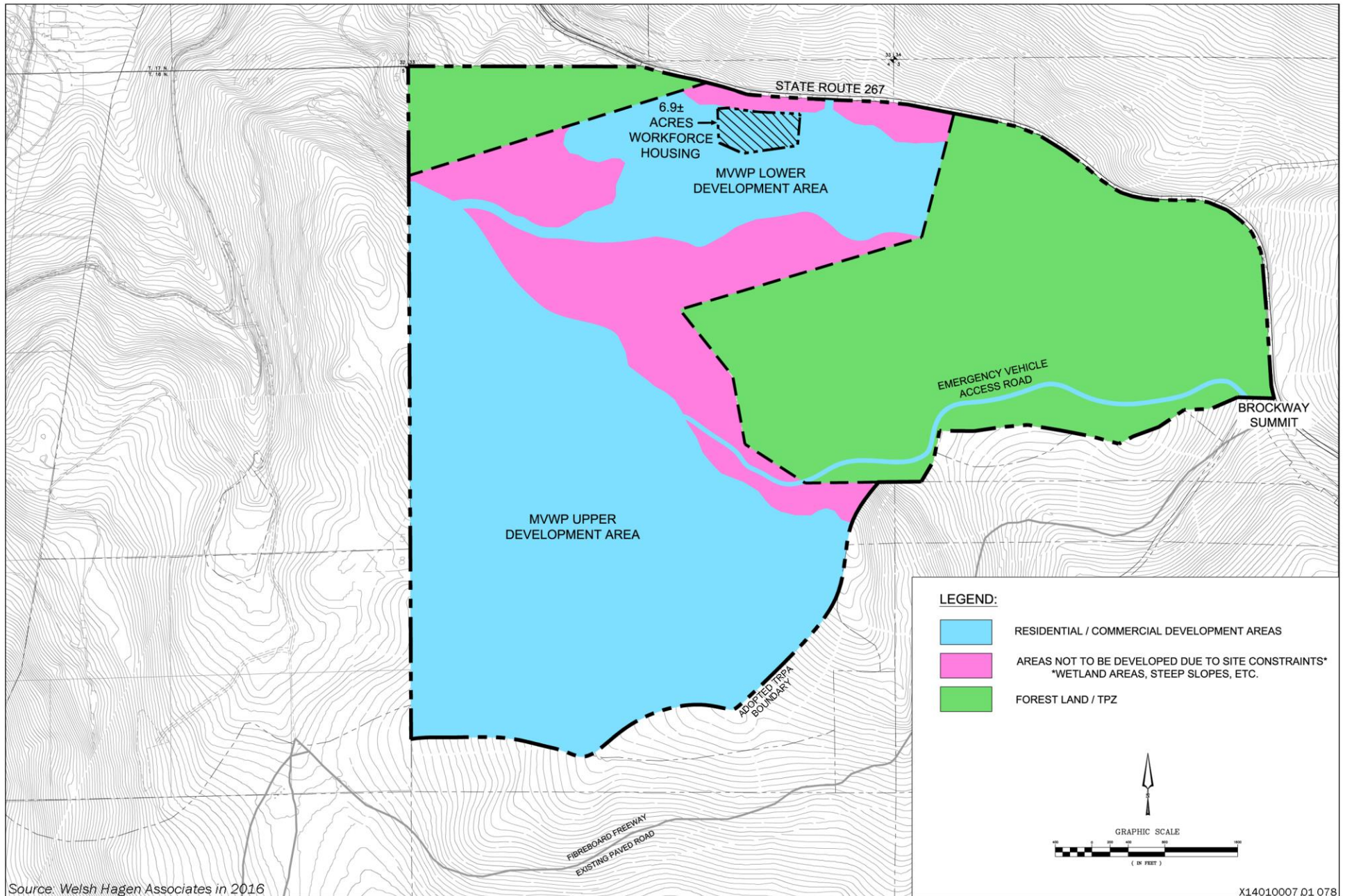


Exhibit F2-1

Proposed MVWPSP Workforce Housing Location



Biological resources and cultural resources impacts would be the same as described in the Draft EIR because the change in the project to provide workforce housing would not alter the area of disturbance from what was analyzed in the Draft EIR. The proposed location would be on the portion of the project site designated for residential units near SR 267.

Impacts associated with visual resources would be similar to those described in the Draft EIR because construction and operation of the workforce housing units would be located in area designated for residential units, and the design and height of the workforce housing units would comply with the development standards and design guidelines in the Specific Plan, including the establishment of a 150-foot setback from the edge of the SR 267 right-of-way.

Air Quality, noise, and greenhouse gas emissions and climate change impacts would be the same as discussed in the Draft EIR because the type of use (residential) would be the same, and the total number of residential units would remain at 760; therefore, construction and operational emissions would be the same as described in the Draft EIR. Similarly, construction and operational sources of noise and vibration would be the same.

Impacts related to geology and soils, hydrology and water quality, and hazards and hazardous materials would be the same as discussed in the Draft EIR because the workforce housing units would be located in the same area of disturbance near SR 267 designated for residential development as previously assumed to be disturbed and developed in the Draft EIR.

CEQA requires recirculation of an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review, but before certification (CCR Section 15088.5). New information is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (CCR Section 15088.5).

The Draft EIR provided a comprehensive analysis of potential impacts of the project and alternatives. The modifications that have been made to the project include changes related to workforce housing and the addition of the draft Emergency Preparedness and Evacuation Plan. The changes that have been made by the applicant would not generate a new substantial adverse environmental effect. The significance of impacts would not change. Because the information in this section makes minor modifications to an otherwise adequate EIR, recirculation of the Draft EIR for additional comment is not required, pursuant to Section 15088.5 of the State CEQA Guidelines.

Because this Final EIR does not result in the identification of any new significant environmental impacts or a substantial increase in the severity of an environmental impact, this Final EIR does not contain “significant new information,” and recirculation of the Draft EIR is not required prior to approval (see also Master Response 1 in Chapter 3 of this Final EIR regarding recirculation).

2.2 REVISIONS TO THE DRAFT EIR

This section presents specific text changes made to the Draft EIR since its publication and public review. The changes are presented in the order in which they appear in the original Draft EIR and are identified by the Draft EIR page number. Text deletions are shown in ~~strikethrough~~, and text additions are shown in underline. The following revisions do not change the intent or content of the analysis or effectiveness of mitigation measures presented in the Draft EIR.

2.2.1 Revisions to Chapter 2, “Executive Summary”

Per the proposed change to the MVCP described above, the text in Chapter 2, “Executive Summary,” on page 2-4 of the Draft EIR is revised to read as follows:

After adoption of the MVWPSP, certification of the EIR, text amendment of the Martis Valley Community Plan, amendment of the MVCP land use diagram, and rezone of the East and West Parcels, large lot tentative map approval would occur for the purpose of financing and sale; however, the large lot tentative map would be conditioned to convey no development entitlements to the resulting parcels. The intent of this EIR, if certified, is to serve as the base environmental document for subsequent entitlement approvals within the West Parcel. The determination of whether a requested subsequent development entitlement is consistent with the MVWPSP, and whether this EIR considered the project-specific effects, would be made by the County through the MVWPSP conformity review process by the County to determine consistency with the adopted MVWPSP, CEQA, and other regulatory documents and guidelines. In acting to approve a subsequent project or permit, the County may impose reasonable and necessary conditions to ensure that the project is in compliance with the MVWPSP and all applicable plans, ordinances, and regulations.

In response to comments IO31-45 and IO31-46, which suggested additional alternatives be evaluated in the EIR, the text of Chapter 2, Section 2.3, “Alternatives to the Proposed Project,” on pages 2-6 and 2-7 of the Draft EIR is revised as follows (as explained in response to comment IO31-45, this revision would not change the conclusions of the EIR and would not warrant recirculation of the EIR because it does not provide a new feasible project alternative that would avoid a significant impact):

2.3.2 Alternative Considered and Not Evaluated Further: Direct Access from Northstar via Highlands View Road

Access directly to and from Northstar and the West Parcel development area would not be feasible because the applicant does not control the property between Northstar and the West Parcel. In addition, the MVCP contemplates a connection on SR 267 for the East Parcel; the proposed project shifts this connection to the north to align with the West Parcel primary access. For purposes of evaluating an alternative that would reduce impacts, such an alternative was not considered because the physical impacts of such a connection would not reduce the magnitude of significant transportation impacts because it would only shift trips between the project and Northstar off of SR 267 for a short distance. Project residents and guests would still need to use SR 267 to access Northstar Drive, or to travel to Truckee or Lake Tahoe. Thus, the traffic-related impacts of the project (e.g., to road segments and intersections on SR 267) would still occur. Lastly, a connection to Highlands View Drive would need to cross undeveloped land, and therefore could result in impacts on wetland or other resources that the direct connection to SR 267 would avoid. Therefore, direct access to the West Parcel development area from Northstar via Highlands View Road was not evaluated further.

2.3.3 Alternatives Selected for Detailed Analysis

The following summary provides brief descriptions of the alternatives evaluated in this Draft EIR. Table 2-2 presents a comparison between the alternatives and the proposed project. For a more thorough discussion of project alternatives, see Chapter 19, “Alternatives.”

Alternatives evaluated in this Draft EIR are:

- ▲ **Alternative 1: No Project – No Development Alternative**, which assumes no new development occurs on either the West Parcel or the East Parcel;
- ▲ **Alternative 2: No Project – Martis Valley Community Plan Alternative**, which assumes development in accordance with existing land use designations and zoning under the existing MVCP. This would include up to 1,360 residential units and up to 6.6 acres of commercial on the East Parcel; timber harvest in compliance with existing Timber Harvest Permits; and cessation of unauthorized recreational uses (because of liability issues).
- ▲ **Alternative 3: Reduced Density Alternative**, which would reflect the same MVWPSP as proposed, but would reduce the number of residential units on the West Parcel by 45 percent (a reduction of 342 units).
- ▲ **Alternative 4: Reduced Footprint, Hotel Alternative**, which assumes development of 500 residential units, a 100-room hotel, a recreational parking lot with 150 spaces, and commercial development and trails consistent with the proposed project on the West Parcel.
- ▲ **Alternative 5: East Parcel Reduced Density Alternative, which assumes development of 418 units on 200 acres of the East Parcel, designating the remainder of the current East Parcel development area Forest and zoning it TPZ, and leaving the existing Forest designation and TPZ zoning over the West Parcel. Alternative 5 would not involve placing the East Parcel in permanent conservation.**

As shown in Table 2-2, Alternative 1, the No Project – No Development Alternative, is the environmentally superior alternative, as all of the significant impacts of the project would be avoided. CCR Section 15126.6 suggests that “If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.”

Of the development alternatives, Alternative 3, the Reduced Density Alternative, would be the environmentally superior alternative. This alternative would meet the basic project objectives and would reduce the severity of impacts to forest resources; population, employment, and housing; biological resources; cultural resources; visual resources; transportation (reduced vehicle trips); air quality; GHG emissions; noise; geology, soils, and seismicity; hydrology and water quality; utilities; public services and recreation; and hazards and hazardous materials. However, it would not avoid the significant and unavoidable impacts identified for the proposed MVWPSP.

In addition, Table 2-2 on page 2-100 of the Draft EIR is revised as follows:

Table 2-2 Summary Environmental Effects of the Alternatives Relative to the Proposed MWWPSP

Environmental Topic	Proposed MWWPSP	Alternative 1: No Project – No Development Alternative	Alternative 2: No Project – MVCP Alternative	Alternative 3: Reduced Density Alternative	Alternative 4: Reduced Footprint, Hotel Alternative	Alternative 5: East Parcel Reduced Density Alternative
Land Use and Forest Resources	Less than significant (Project and Cumulative)	Less	Similar/Greater	Similar/Less	Similar/Less	<u>Similar/Less</u>
Population, Employment, and Housing	Less than significant (Project and Cumulative)	Less	Similar	Similar/Less	Similar/Less	<u>Similar/Less</u>
Biological Resources	Less than significant with mitigation (Project and Cumulative)	Less	Greater, potential for a new significant and unavoidable impact	Similar/Less	Similar	<u>Similar/Less</u>
Cultural Resources	Less than significant with mitigation (Project and Cumulative)	Less	Similar	Similar/Less	Similar/Less	<u>Similar/Less</u>
Visual Resources	Less than significant (Project) Significant and unavoidable (Cumulative)	Less, would avoid a significant and unavoidable impact	Similar, same significant and unavoidable impact	Similar/Less, same significant and unavoidable impact	Similar/Less, same significant and unavoidable impact	<u>Similar/Less, same significant and unavoidable impact</u>
Transportation and Circulation	Significant and unavoidable (Project and Cumulative)	Less, would avoid a significant and unavoidable impact	Greater overall, same significant and unavoidable impacts	Similar/Less, same significant and unavoidable impacts	Similar/Less, same significant and unavoidable impacts	<u>Similar/Less, same significant and unavoidable impacts</u>
Air Quality	Less than significant with mitigation (Project and Cumulative)	Less	Similar/Greater	Similar/Less	Similar	<u>Similar/Less</u>
Greenhouse Gas Emissions and Climate Change	Potentially significant and unavoidable (Cumulative)	Less, would avoid a potentially significant and unavoidable impact	Similar/Greater, same potentially significant and unavoidable impact	Similar/Less, same potentially significant and unavoidable impact	Similar, same potentially significant and unavoidable impact	<u>Similar/Less, same potentially significant and unavoidable impact</u>
Noise	Less than significant with mitigation (Project and Cumulative)	Less	Similar/Greater	Similar/Less	Similar/Greater	<u>Similar/Less</u>
Geology and Soils	Less than significant with mitigation (Project and Cumulative)	Less	Similar	Similar/Less	Similar/Less	<u>Similar/Less</u>
Hydrology and Water Quality	Less than significant with mitigation (Project and Cumulative)	Less	Similar/Greater	Similar/Less	Similar/Less	<u>Similar/Less</u>
Utilities	Less than significant with mitigation (Project and Cumulative)	Less	Similar/Greater	Similar/Less	Similar/Less	<u>Similar/Less</u>
Public Services and Recreation	Less than significant with mitigation (Project and Cumulative)	Less	Similar/Greater	Similar/Less	Similar/Less	<u>Similar/Less</u>
Hazards and Hazardous Materials	Less than significant with mitigation (Project and Cumulative)	Less	Similar	Similar/Less	Similar/Less	<u>Similar/Less</u>

2.2.2 Revisions to Chapter 3, “Project Description”

MVCP Policy 1.A.1 was included in the project objectives because, as discussed under Draft EIR Impact 5-1, “Alteration of present or planned land uses,” on page 5-19, the land use changes proposed by the MVWPSP would shift development potential from the East Parcel to the West Parcel, which is closer to existing developed areas in the Northstar Resort community. However, per response to comment I051-17, in order to increase clarity, Section 3.3, “Project Objectives,” on page 3-6 of the Draft EIR is revised as follows:

The State CEQA Guidelines (Section 15124[b]) require that an EIR project description contain a clear statement of project objectives, including the underlying purpose of the project. The MVWPSP project objectives, as presented in the proposed MVWPSP, are to:

- ▲ Provide new residential development consistent with the vision, goals, and policies of the MVCP, particularly:
 - ~~The County will promote efficient use of land and natural resources and will encourage “in fill” development (Policy 1.A.1).~~
 - Conserve large, intact and interconnected areas of natural open space that contributes to the last remaining habitat linkages between the Sierra Nevada and Mount Rose Wilderness Area in the Carson Range (Policy 1.A.6).

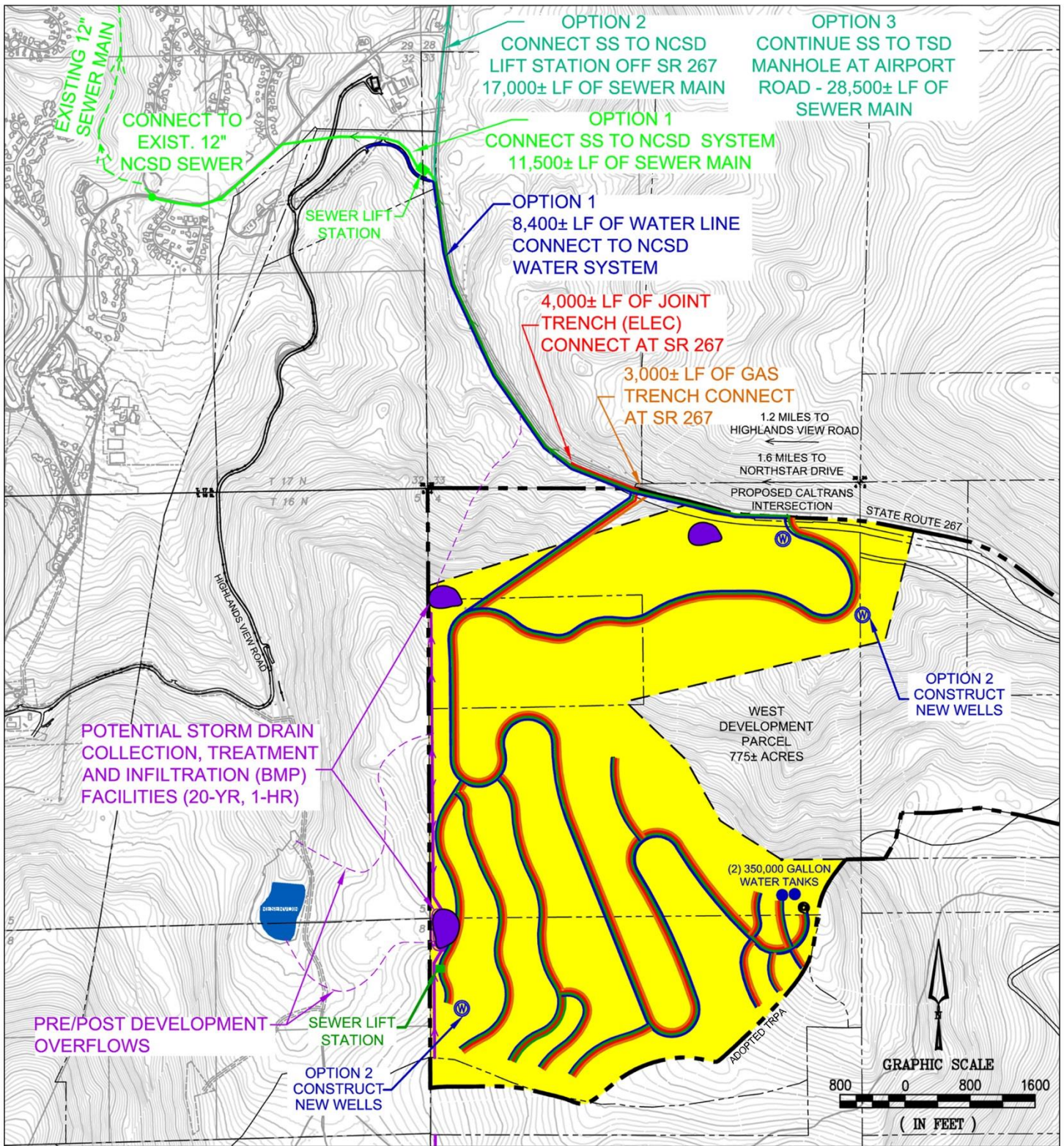
Per responses to comments LA7-2 and LA7-3, Exhibit 3-12 and Exhibit 16-2, MVWPSP – Proposed Utility Connections, have been revised to display the sewer lines located within the MVWPSP proposed project streets and to show the location of the proposed sewer lift station. Please see the revised exhibits on the following page.

Per response to comment LA2-3, the text on page 3-24 of the Draft EIR has been revised to clarify that the required EVA will be paved and that the project’s internal access roads to the emergency EVA would also be paved. The text on page 3-24 of the Draft EIR is revised to read as follows:

Emergency Access

A year-round, ~~240~~-foot-wide, paved primary emergency vehicle access (EVA) road would be constructed through the 325-acre forest land, connecting to SR 267 at Brockway Summit, as shown on Exhibit 3-9. Both ends of the EVA would be gated (at the end of the Brockway parking area and at the edge of the West Parcel development) and the EVA would be used for emergency vehicles only, unless needed in a catastrophic event to also evacuate residents. Internal access roads (shown on Exhibit 3-9 of the Draft EIR) would be constructed as part of the proposed project and would be paved.

A second, seasonal EVA is proposed to connect to the Fibreboard Freeway (also commonly spelled “Fiberboard” Freeway), an existing paved, two-lane, east-west-trending road that lies south of the West Parcel and connects to SR 267 (Exhibit 3-9). This seasonal EVA would utilize an existing dirt logging road between the West Parcel development area and Fibreboard; it would not be a new access route, nor would any road improvements be made. The seasonal EVA would not be maintained or used for emergency access in the winter season. Summer seasonal use of this secondary EVA would be limited to emergency vehicles and emergency provider mandated evacuation.



LEGEND:

---	MVWPSP WEST PARCEL	—	WATER LINE AND FACILITIES
—	STORM DRAIN FACILITIES & BMPs	—	ELECTRIC LINE AND FACILITIES
—	SEWER LINE AND FACILITIES	■	WEST PARCEL DEVELOPMENT AREA

Source: Welsh Hagen Associates in 2016

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Per response to comment LA7-7 and the change to the MVCP described above, Table 3-7, “Expected Permits and Authorizations,” on page 3-35 of the Draft EIR has been revised to include the Truckee Sanitation District’s contract for service and the MVCP text amendment. Table 3-7 on page 3-35 of the Draft EIR, under “Local” is revised as follows:

Table 3-7 Expected Permits and Authorizations		
Agency	Permit/Authorization	Action Requiring Permit Approval or Review
Federal		
U.S. Fish and Wildlife Service	Section 7 Consultation (through the USFS review process)	Potential impacts to a federally listed species or its habitat
U.S. Army Corps of Engineers	Section 404 Permit	Potential impacts to jurisdictional wetlands or waters
State		
California Department of Fish and Wildlife	Section 1602 Streambed Alteration Agreement	Potential disturbance to the bed or bank of jurisdictional waters
	2081 Incidental Take Permit	Potential impacts to a state-listed species
California Department of Forestry	Timber Harvest Plan Timber Conversion Permit	Harvesting of timber on private lands
California Board of Forestry (through CAL FIRE)	Approval of the immediate rezone from the Timberland Production Zone (TPZ)	Rezone lands from the Timberland Production Zone to SPL-MWSP
Lahontan Regional Water Quality Control Board	Section 401 Water Quality Certification	Potential impacts to state water quality; required when a federal permit is issued
	Board Order No. R6T-2007-0008 – Waiver of Waste Discharge Requirements Related to Timber Harvest and Vegetation Management Activities	Potential impacts to state water quality resulting from tree and vegetation removal activities
	Statewide Construction General Permit No. CAS000002 - Board Order No. WQO 2009-0009-DWQ	Discharges of stormwater runoff associated with construction activity involving land disturbance of 1 or more acres Stormwater Pollution Prevention Plan (SWPPP)
	Board Order No. R6T-2008-0023 – Renewed Waste Discharge Requirements and NPDES General Permit for Limited Threat Discharges to Surface Waters	Dewatering of excavations to surface waters (if overland discharge is not feasible)
California Department of Transportation (Caltrans)	Encroachment Permit	Construction, operation, and maintenance within, under, or over state highway rights-of-way
Local		
Placer County	Lead Agency under CEQA Legislative and Regulatory Authority for Project Entitlements	Requested changes in land uses and development entitlements for the MWSP area: Martis Valley Community Plan Land Use Diagram Amendment <u>Martis Valley Community Plan Text Amendment</u> MWSP adoption, including the adoption of the Development Standards and Design Guidelines by Ordinance Development Agreement Large Lot Tentative/Final Subdivision Maps Small Lot Tentative/Final Subdivision Maps Improvement Plans Conditional Use Permits Minor Use Permits

Table 3-7 Expected Permits and Authorizations

Agency	Permit/Authorization	Action Requiring Permit Approval or Review
Northern Sierra Air Quality Management District and Placer County Air Pollution Control District	Dust Control Plan Authority to Construct	Disturbance of more than 1 acre of topsoil Stationary sources
Local Agency Formation Commission (LAFCO)	Annexation Application	Annexation of the West Parcel development area into the NCSD service area
Northstar Community Services District	Annexation Application	Annexation of the West Parcel development area into the NCSD service area
<u>Truckee Sanitary District (TSD)</u>	<u>Contract for Service</u>	<u>New Contract for services between NCSD and TSD required prior to LAFCO approval of the annexation of the West Parcel development area into the NCSD service area</u>

Source: Compiled by Ascent Environmental, 2015.

Per response to comment IO41-7, the following table (Table 3-8) is added to Chapter 3, Project Description. The following text and table are added to page 3-36 of the Draft EIR:

Table 3-8, MVWPSP Process and Required Permits and Authorizations, lists the procedural steps in preparing the Specific Plan and the EIR, and the potential permits and approvals required for project implementation. These steps are listed in chronological order; however, the timing of the other project-related approvals by other agencies after EIR certification and project approval would be dependent on those permitting processes.

As stated above, as development of the West Parcel occurs, it may be subject to approval of subsequent entitlements or permits by the County. Examples of such entitlements/permits include small lot tentative maps, MVWPSP amendments, Conditional Use Permits, Minor Use Permits, Tree Permits, and Design/Site Review applications. Individual project applications would be reviewed by the County to determine consistency with the MVWPSP and other regulatory documents and guidelines.

Table 3-8 MVWPSP Process and Required Permits and Authorizations

<u>Chronological Order</u>	<u>Product/Approval</u>	<u>Timing</u>
<u>Project Initiation, Specific Plan Preparation (Applicant)</u>		
<u>1</u>	<u>Project application submittal to Placer County</u>	<u>September 2, 2014</u>
<u>2</u>	<u>Prepare Specific Plan</u> <u>Release draft Specific Plan</u> <u>Conduct public workshops on Specific Plan</u>	<u>A. May 2014 and January 2015</u> [CONFIRM] <u>B. 2014</u>
<u>Environmental Documentation Preparation (Placer County)</u>		
<u>3</u>	<u>Prepare EIR (concurrent with SP release and review)</u> A. <u>Release EIR Notice of Preparation for a 30-day review period</u> B. <u>Release Revised Notice of Preparation for a 30-day review period</u> C. <u>Release Draft EIR for 45-day public/agency review and comment (including public meetings)</u> D. <u>Draft EIR comment period extended to 60 days</u> E. <u>Release Final EIR with written responses to comments</u>	<u>A. March 28, 2014</u> <u>B. February 27, 2015</u> <u>C. October 22, 2015</u> <u>D. To December 22, 2015</u> <u>E. May 2016</u>

Table 3-8 MWSPSP Process and Required Permits and Authorizations

Chronological Order	Product/Approval	Timing
<u>EIR certification and project approvals (Placer County)</u>		
<u>4</u>	Final EIR to Placer County Planning Commission (provide recommendation to Placer County Board of Supervisors)	<u>June 2016 (expected)</u>
<u>5</u>	Placer County Board of Supervisors certify the EIR and take action on the project, which includes the following requested Placer County entitlements/approvals: A. <u>Martis Valley Community Plan land use diagram amendment</u> B. <u>Martis Valley Community Plan text amendment</u> C. <u>MWSPSP adoption, including adoption of Development Standards and Design Guidelines by Ordinance</u> D. <u>Development Agreement</u> E. <u>Large lot tentative/final subdivision maps</u> F. <u>Immediate withdrawal of West Parcel from TPZ, conditioned on approval by CalFire</u> G. <u>Rezone of 670 acres on East Parcel to TPZ</u>	<u>July 2016 (expected)</u>
<u>Other Project-Related Approvals (Other Agencies) (order subject to change)</u>		
<u>6</u>	<u>California Department of Forestry and Fire Protection (CAL FIRE)</u> ▲ <u>Timber Harvest Plan for harvesting of timber on private lands</u> ▲ <u>Timber Conversion Permit for harvesting of timber on private lands</u> <u>Approval of the immediate rezone from the Timberland Production Zone (TPZ) for the rezone of lands from TPZ to SPL-MWSPSP</u>	<u>Following EIR certification and project approval</u>
<u>7</u>	<u>Local Agency Formation Commission (LAFCO) and Northstar Community Services District (NCSD)</u> ▲ <u>Annexation of the West Parcel development area into the Northstar Community Services District</u>	<u>Following EIR certification and project approval, 2016</u>
<u>8</u>	<u>California Department of Transportation (Caltrans)</u> ▲ <u>State Route 267 encroachment permit for construction, operation, and maintenance within, under, or over a state highway rights-of-way</u>	<u>Following EIR certification and project approval</u>
<u>9</u>	<u>Northern Sierra Air Quality Management District (NSAQMD) and Placer County Air Pollution Control District (PCAPCD)</u> ▲ <u>Dust Control Plan for disturbance of more than 1 acre of topsoil</u> ▲ <u>Authority to Construct for stationary sources</u>	<u>Following EIR certification and project approval</u>
<u>10</u>	<u>Lahontan Regional Water Quality Control Board (RWQCB)</u> ▲ <u>Section 401 Water Quality Certification for potential impacts to state water quality, required when federal permit is issued</u> ▲ <u>Board Order No. R6T-2007-0008 - Waiver of Waste Discharge Requirements Related to Timber Harvest and Vegetation Management Activities for potential impacts to state water quality resulting from tree and vegetation removal activities</u> ▲ <u>Statewide Construction General Permit No. CAS000002 - Board Order No. WQO 2009-0009-DWQ for discharges of stormwater runoff associated with construction activity involving land disturbance of 1 or more acres; Stormwater Pollution Prevention Plan (SWPPP)</u> ▲ <u>Board Order No. R6T-2008-0023 - Renewed Waste Discharge Requirements and NPDES General Permit for Limited Threat Discharges to Surface Waters for dewatering of excavations to surface waters (if overland discharge is not feasible)</u>	<u>Following EIR certification and project approval</u>

Table 3-8 MWWPSP Process and Required Permits and Authorizations

<u>Chronological Order</u>	<u>Product/Approval</u>	<u>Timing</u>
<u>11</u>	<u>U.S. Army Corps of Engineers (USACE)</u> ▲ <u>Approve Section 404 permits for potential impacts to jurisdictional wetlands or waters, as necessary</u>	<u>Following EIR certification and project approval</u>
<u>12</u>	<u>California Department of Fish and Wildlife (CDFW)</u> ▲ <u>Section 1602 Streambed Alteration Agreement, for potential disturbance to the bed or bank of jurisdictional waters</u> ▲ <u>Section 2081 Incidental Take Permit, for potential impacts to a state-listed species, as necessary</u>	<u>Following EIR certification and project approval</u>
<u>13</u>	<u>U.S. Fish and Wildlife Service (USFWS)</u> ▲ <u>Section 7 Consultation for potential impacts to a federally listed species or its habitat, as necessary</u>	<u>Following EIR certification and project approval</u>

Acronyms

EIR = Environmental Impact Report (pursuant to the California Environmental Quality Act); SP = Specific Plan; N/A = Not applicable

2.2.3 Revisions to Chapter 5, “Land Use and Forest Resources”

Per response to comment IO16-7, the text at the top of page 5-11 of the Draft EIR (under the heading “California Timberland Productivity Act of 1982”) has been modified to read as follows:

The Timberland Productivity Act describes the procedures related to immediate rezoning of TPZ lands (Sections 51130-51146). Immediate rezoning (as opposed to elapse of the 10-year period to which TPZ lands are committed to timber harvesting activities) requires public notice, a hearing, and a four-fifths vote of the full body of the County Board of Supervisors (or council) to tentatively approve the rezoning. The Board’s tentative approval, accompanied by the following specific written findings, would then be forwarded to the State Board of Forestry and Fire Protection for consideration and approval pursuant to Section 4621.2 of the Public Resources Code. The findings must address that all of the following exist:

1. The immediate rezoning would be in the public interest.
2. The immediate rezoning does not have a substantial and unmitigated adverse effect upon the continued timber growing use or open space use of other land zoned as timberland production and situated within one mile of the exterior boundary of the land on which the immediate rezoning is proposed.
3. The soils, slopes, and watershed conditions will be suitable for the uses proposed by the applicant if the immediate rezoning is approved.
4. The immediate rezoning is not inconsistent with the purposes of subdivision (j) of section 3 of Article XIII of the California Constitution.

Upon final approval of conversion, the State Board of Forestry and Fire Protection would notify the Board of the approval, and the Board would remove the parcel from TPZ and specify new zoning.

2.2.4 Revisions to Chapter 7, “Biological Resources”

As a result of this unintentional error identified during further review in response to this comment, the fifth bullet under “7.3.1 Significance Criteria” on page 7-39 of the Draft EIR is revised as follows:

- ▲ interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife ~~nesting or breeding~~ nursery sites;

2.2.5 Revisions to Chapter 8, “Cultural Resources”

Per response to comment IO14-1, the text on page 8-11 has been modified to read as follows:

As described in the Initial Study prepared for the MVWPSP (see Appendix A of this Draft EIR), there have been no recent discoveries of paleontological resources in the region and there is no evidence of any sensitivity for paleontological resources in the MVWPSP project site. ~~Geologic and soil conditions in the region are characterized by deep granitic bedrock with typically shallow surface soils. The project site is underlain by Miocene aged volcanic rock primarily composed of andesite and volcanoclastic deposits. Volcanoclastic deposits refers to clastic volcanic material ejected from volcanoes and generally includes ash (fine silt), cinder scoria (sand and gravel), and bombs. A small area of alluvium is mapped along Monte Carlo Creek (northeast corner of East Area). The alluvium likely consists of an unconsolidated mixture of silt, sand, gravel, cobbles, and some boulders.~~ The MVWPSP project site is not underlain with sedimentary rock formations of a type that could contain fossils. In addition, past glacial movement in the area has resulted in significant movement and disturbance of rock and soil, further minimizing the potential for fossils to be present. Significant unique paleontological resources or sites are not likely or expected to occur in the project area and no impact to unique paleontological resources or sites would occur. Therefore, this issue is not discussed further in this Draft EIR.

Per response to comment IO14-1, Mitigation Measure 8-2b on page 8-13 of the Draft EIR is revised as follows:

Mitigation Measure 8-2b: Develop and implement a Worker Environmental Awareness Program

Prior to improvement plan approval, the project applicant shall design and implement a Worker Environmental Awareness Program (WEAP) that shall be provided to all construction personnel and supervisors who will have the potential to encounter and alter heritage and cultural resources. The WEAP shall be submitted to the Planning Services Division and shall describe, at a minimum:

- ▲ types of heritage and cultural resources expected in the project area;
- ▲ types of evidence that indicate heritage or cultural resources might be present (e.g., ceramic shards, trash scatters, lithic scatters, mineralized, partially mineralized, or unmineralized bones and teeth, soft tissues, shells, wood, leaf impressions, footprints);
- ▲ what to do if a worker encounters a possible resource;
- ▲ what to do if a worker encounters bones or possible bones; and
- ▲ penalties for removing or intentionally disturbing heritage and cultural resources, such as those identified in the Archeological Resources Protection Act.

Mitigation Measure 8-2c: Stop work in the event of an archaeological discovery

In the event that evidence of any paleontological, prehistoric or historic-era subsurface archaeological features or deposits are discovered during construction-related earth-moving activities (e.g., ceramic shard, trash scatters, lithic scatters, mineralized, partially mineralized, or unmineralized bones and teeth, soft tissues, shells, wood, leaf impressions, footprints), all ground-disturbing activity in the area of the discovery shall be halted until a qualified archaeologist can assess the significance of the find. The Placer County Planning Services Division and the Department of Museums will be notified of the potential find and a qualified archeologist shall be retained to investigate. If the find is an archeological site, the appropriate Native American group shall be notified. If the archaeologist determines that the find does not meet the CRHR standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the Planning Services Division shall be notified and a data recovery plan shall be prepared. If the find is determined to be significant by the qualified archaeologist (i.e., because the find is determined to constitute either an historical resource or a unique archaeological resource), the archaeologist shall work with the project applicant to avoid disturbance to the resources, and if complete avoidance is not feasible in light of project design, economics, logistics, and other factors, follow accepted professional standards in recording any find including submittal of the standard DPR Primary Record forms (Form DPR 523) and location information to the appropriate California Historical Resources Information System office for the project area (the NCIC)

2.2.6 Revisions to Chapter 9, “Visual Resources”

Per response to comment IO18-52, Exhibit 9-14 has been corrected, as shown on the following page.

Per response to comment IO41-26, Exhibit 9-34 of the Draft EIR is revised, as shown on the following page.

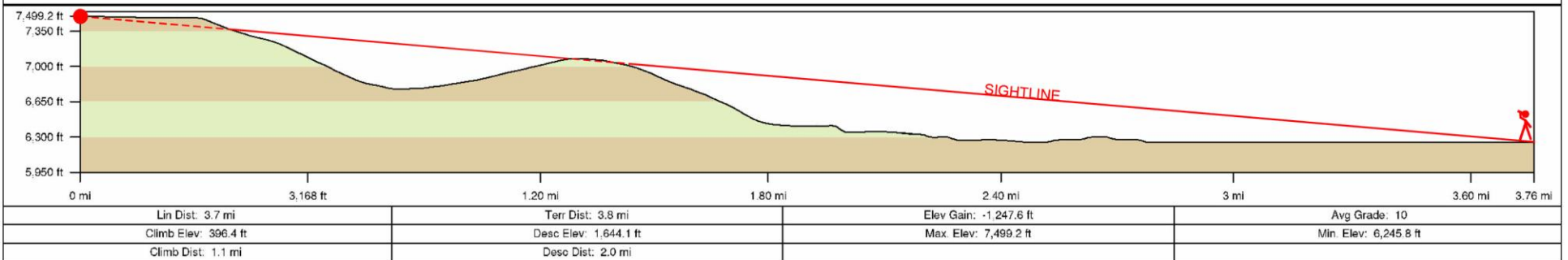
Per response to comment IO41-26, the following bullet is added at the end of the bullets on page 9-54 of the Draft EIR, and the text on page 9-54 is revised to read as follows:

- ▲ Timers, motion-sensors, or equivalent devices on both residential and commercial buildings, shall be implemented on exterior lighting fixtures at night near buildings, where applicable, to avoid continual lighting of surfaces.
- ▲ Yellow spectrum light sources, such as low-pressure sodium lamps and narrow-spectrum amber LEDs, shall be used for the majority of outdoor lighting. Other spectrum lighting may be used where necessary for a particular purpose, such as safety.

Because the MVWPSP already includes requirements that would limit light sources to the minimum amount necessary to maintain nighttime safety, utility, security and productivity; no additional mitigation is feasible.



PHOTO FROM OBSERVATION POINT



Source: Welsh Hagen Associates 2014

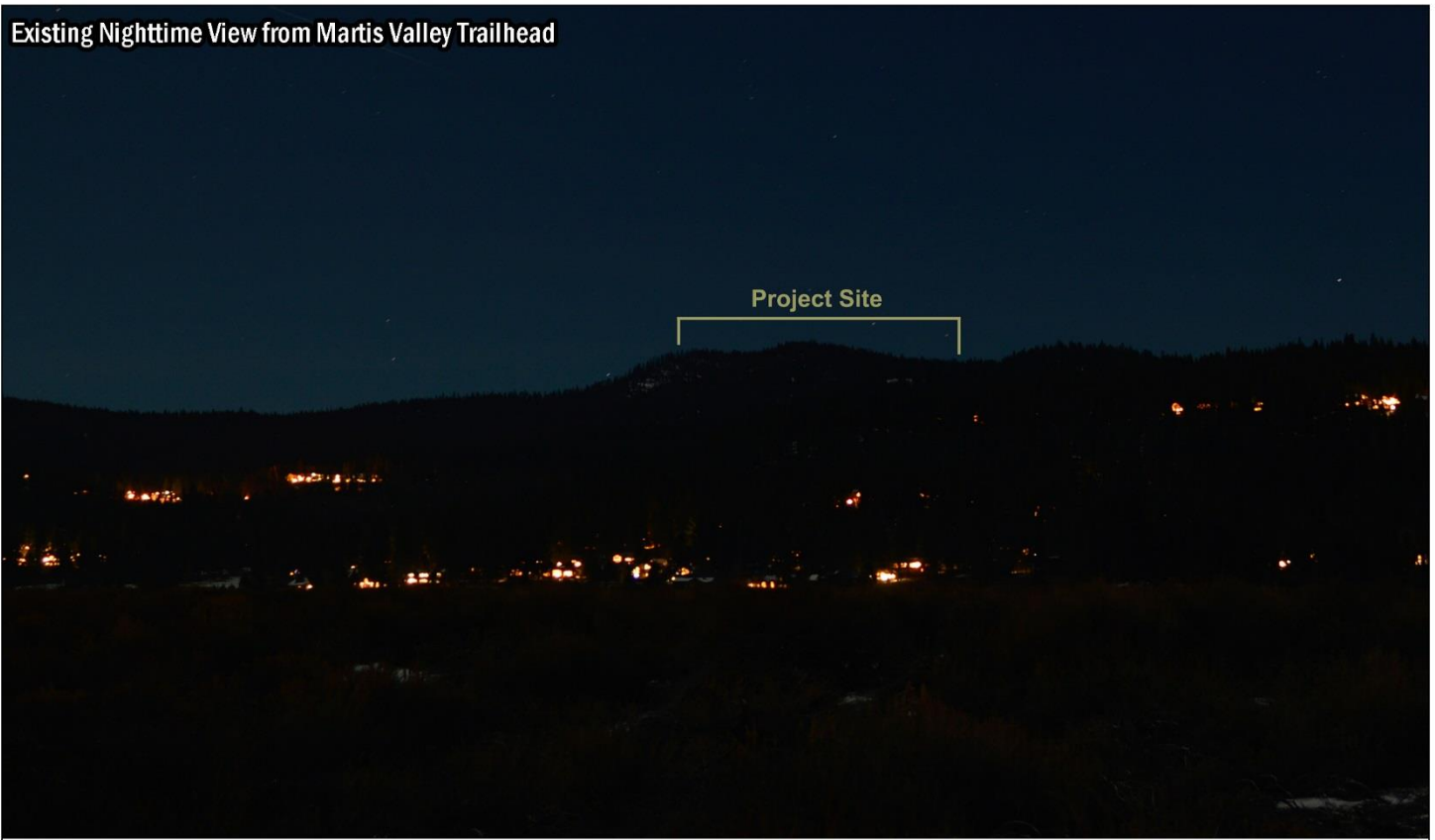
X14010007 01 069

Revised Exhibit 9-14

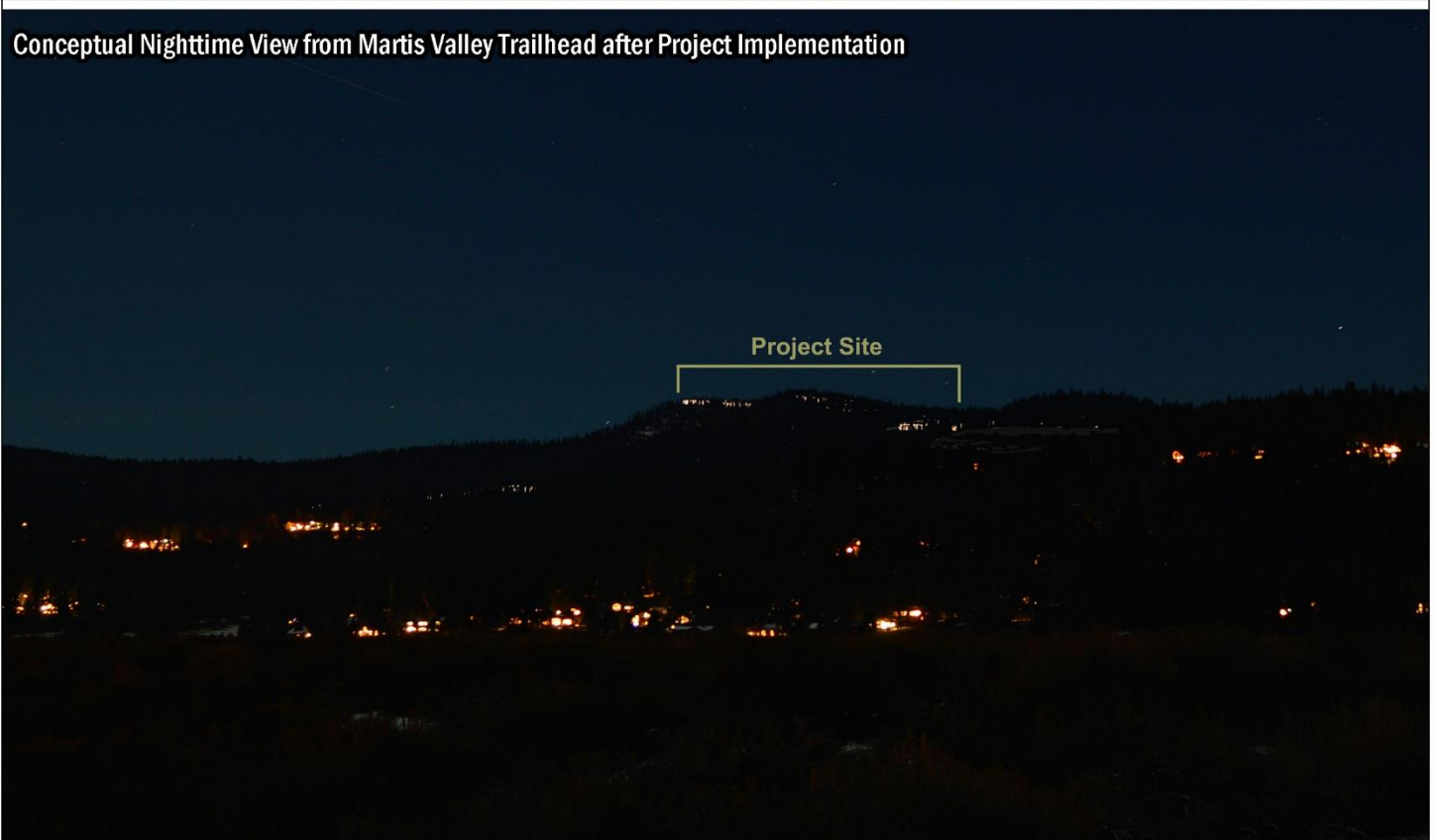
Visual Profile – Kings Beach



Existing Nighttime View from Martis Valley Trailhead



Conceptual Nighttime View from Martis Valley Trailhead after Project Implementation



Source: Square One 2016

X14010007 01 077

Revised Exhibit 9-34

**Corrected Nighttime Views from KOP1, Martis Valley Trailhead
before and after Project Implementation**



2.2.7 Revisions to Chapter 10, “Transportation and Circulation”

Per response to comment I018-27, the text of Impact 10-5 on page 10-33 of the Draft EIR is revised to read as follows:

Impact 10-5: Impacts to transit

The proposed project would enhance existing transit service on SR 267 with construction of a new bus shelter within the MVWPSP near SR 267. The added transit ridership ~~would not have the potential to create demand above the current capacity.~~ This would be a **potentially less-than-significant** impact.

A bus shelter would be constructed within the MVWPSP near SR 267. Buses would use the main access road to access the bus stop. By locating the bus stop within the MVWPSP, bus riders would not need to cross SR 267, and the stop would serve both westbound and eastbound transit routes. Because the project would result in only one additional stop, any increase in the travel time of the transit route would be modest. Current transit ridership data from TART for the winter ski season reflect bus service at below capacity in the morning for trips from Crystal Bay and Kings Beach headed northbound along SR 267 to Northstar, and also at below capacity in the afternoon for trips headed southbound from Northstar to Kings Beach and Crystal Bay. Transit service in the off-peak direction (southbound in the morning, northbound in the afternoon) during the winter season, and both directions during the summer season, is well below capacity. The proposed project ~~is anticipated to would not cause existing capacity to be exceeded. because the site is located south of Northstar, and additional transit ridership from the project would be added to the peak direction.~~ Therefore, this impact would be **potentially less than significant**.

Mitigation Measures

Mitigation Measure 10-5a: Payment of annual transit fees

Prior to recordation of the initial Small Lot Final Map, the applicant shall establish a new Zone of Benefit (ZOB) within an existing County Service Area (CSA) or annex into a pre-existing ZOB to provide adequate funding of capital and ongoing operational transit services/requirements. The applicant shall submit to the County for review and approval a complete and adequate engineer's report supporting the level of assessments necessary for the establishment of the ZOB. The report shall be prepared by a registered engineer in consultation with a qualified financial consultant and shall establish the basis for the special benefit appurtenant to the project.

Mitigation Measure 10-5b: Join and maintain membership in the Truckee-North Tahoe Transportation Management Association

Prior to Improvement Plan approval and/or recordation of the Final Map, the commercial and homeowner associations shall join and maintain membership (at the rate defined by the TNT/TMA and tied to improvements to be funded at a rate based on the engineering report, per Mitigation Measure 10-5a) in perpetuity in the Truckee-North Tahoe Transportation Management Association (TNT/TMA), whose established purpose is to improve the general traffic and transportation conditions in the Truckee/North Tahoe area, and to address situations associated with traffic congestion and transportation systems.

Significance after Mitigation

~~Although not required to reduce a significant impact,~~ Mitigation measures 10-5a (Payment of Annual Transit Fees) and 10-5b (Join and Maintain Membership in the TNT/TMA) would determine with specificity the project's fair-share annual contribution to ongoing operational transit services and improvements, and would require ongoing participation by the project's commercial and homeowner

associations in TNT/TMA to address and improve transit and transportation conditions into the future. ~~These measures would offset the project demand for additional transit services, thereby reducing the impact on transit would remain at a to a less-than-significant level.~~

2.2.8 Revisions to Chapter 11, “Air Quality”

Per response to comment LA5-1, the following mitigation measure is added to Draft EIR Mitigation Measure 11-1 and the text of the Draft EIR is revised as follows:

Mitigation Measure 11-1c: Submit Construction Emission/Dust Control Plan to PCAPCD

Prior to approval of grading or improvement plans for subsequent phases of the MVWPSP, on project sites greater than one acre, the applicant shall submit a Construction Emission/Dust Control Plan to the Placer County Air Pollution Control District. Construction contractors shall not break ground prior to receiving District approval of the Construction Emission/Dust Control Plan, and delivering that approval to the County.

Per response to comment LA5-3, Mitigation Measure 11-6 on pages 11-24 and 11-25 has been revised as follows:

- ~~▲ The following measures shall be implemented to reduce long term operation related emissions of ROG and NO_x:~~

~~At the time a final map is submitted, the County, in coordination with PCAPCD, shall calculate the emissions associated with the land uses to be approved under that particular tentative map. Based on that calculation, the applicant shall do one or a combination of the following to ensure NO_x emissions do not exceed 10 lbs per day. Once the 10 lbs per day has been reached, subsequent maps or phases must demonstrate no net increase in NO_x emissions. The County shall consult with the PCAPCD to determine whether the measures proposed by the applicant would fully offset project emissions.~~

- ~~▲ Reduce emissions on site by incorporating design features that would reduce NO_x emissions. These features may include, but would not be limited to, energy conservation or “green” building features such as solar panels, energy efficient heating and cooling, energy star appliances, and/or measures that would reduce vehicle use, such as bike lockers and transit services;~~
- ~~▲ Reduce emissions off site within the same region (i.e., Placer County) by participating in an offsite mitigation program coordinated by the PCAPCD and/or by funding energy efficiency measures (e.g., installation of insulation and/or dual pane windows in existing buildings), vehicle emission reduction measures (e.g., replace diesel school buses with natural gas buses), and/or trip reduction measures (e.g., bike lanes and/or neighborhood electric vehicle (NEV) lanes on streets that do not have them); and/or~~
- ▲ Participate in the PCAPCD Offsite Mitigation Program by paying fees based on the project’s contribution of pollutants (ROG and NO_x), as follows. ~~adjusted by credit received for any applicable measures implemented by the project on or offsite. The actual amount to be paid shall be determined, and satisfied per current California Air Resources Board guidelines, at the time of recordation of small lot tentative maps.~~

The applicant shall pay \$219 per residential unit to the PCAPCD’s Offsite Mitigation Program (total fee due is \$166,144) to offset 6.35 tons of ROG and 2.75 tons of NO_x. The payment of the fee shall be apportioned based on the number of residential lots created per each small lot final map and shall be due prior to each final map approval.

2.2.9 Revisions to Chapter 12, “Greenhouse Gas Emissions and Climate Change”

Per Master Response 7, “Approach to Greenhouse Gas Analysis,” (see section 3.1.7 of this Final EIR), revisions have been made to Chapter 12 of the Draft EIR.

Page 12-6 of the Draft EIR, regarding the regulatory setting, is revised as follows:

SENATE BILL X1-2, THE CALIFORNIA RENEWABLE ENERGY RESOURCES ACT OF 2011 AND CLEAN ENERGY AIR POLLUTION REDUCTION ACT OF 2015 (SENATE BILL 350)

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond.

SB 350 of 2015 requires all California utilities to generate 50 percent of their total electricity from renewable resources by 2030.

Page 16-9 of the Draft EIR, regarding significance criterion, is revised as follows:

PLACER COUNTY

Appendix G of the State CEQA Guidelines indicates that a proposed project would result in a potentially significant impact on climate change if it would:

- ▲ generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or
- ▲ conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs.

PCAPCD recently developed the following recommendations for thresholds of significance for evaluating construction- and operation-related GHG emissions for proposed land use development projects in its jurisdiction. These thresholds were developed in collaboration with the Sacramento Metropolitan Air Quality Management District, the Yolo Solano Air Quality Management District, and the Feather River Air Quality Management District (Green, pers. comm. 2014a). These thresholds are intended to evaluate a project for consistency with GHG targets established in AB 32, particularly for emissions occurring by 2020. The term “no action taken” is used here to reflect conditions, including regulations, in place when GHG reduction targets were established by ARB; ARB evaluated potential GHG in 2020 if no actions were taken, and determined the level of reduction that would be needed to attain 2020 targets.

- ▲ for the evaluation of construction-related emissions, PCAPCD recommends using the mass emission threshold of 1,100 metric tons of carbon dioxide-equivalent per year (MTCO₂e/year);
- ▲ for the evaluation of operational emissions PCAPCD recommends a two-tier approach:

- (Tier I) Operational emissions of a project would not have a significant impact on the environment if they are less than 1,100 MTCO₂e/year, and
- (Tier II) Projects with operational emissions that exceed 1,100 MTCO₂e/year, but are able to demonstrate a 21.7 percent reduction from a “no action taken” (NAT) scenario compared to the proposed project operating in 2020 would not conflict with ARB’s Scoping Plan.

The Tier II criterion is based on the “business as usual” (BAU) model (BAU is the same as NAT) in the Scoping Plan, which found that GHG emissions statewide would need to be reduced by 21.7 percent compared to their trajectory at that time (in 2011) in order to meet the AB 32 target for 2020, that is, attain 1990 GHG emission levels by 2020. Based on the California Supreme Court case, *Center for Biological Diversity v. California Department of Fish and Wildlife* (2015) 62 Cal.4th 204 (CBD v CDFW), the Tier II criteria (21.7 percent below NAT) may continue to be used if a direct connection can be made between the Scoping Plan model and a project in a specific location. Because this connection has not been established and may not be able to be established for any specific project in California given the statewide nature of the Scoping Plan, SMAQMD no longer recommends using the NAT-based approach as a sole threshold criterion (Green, pers. comm., 2016); Tier II is therefore not considered a significance criterion for this project. For projects with operational emissions that exceed 1,100 MTCO₂e/year, but are able to demonstrate a 21.7 percent reduction from the NAT scenario, PCAPCD allows lead agencies discretion about whether an exceedance of the Tier I threshold (i.e., 1,100 MT/year) constitutes a significant impact (Green, pers. comm., 2014a).

For the evaluation of the MVWPSP, the County ~~bases its significance determination for operational emissions on the two-tier method above, but~~ considers that an impact would be significant if the both Tier I and Tier II thresholds is exceeded.

The County’s impact conclusion is based on the A GHG-efficiency analysis of the MVWPSP is provided for informational purposes, and is based on full buildout during the state’s current AB 32 target threshold year of 2020, as well as estimation of operational GHG emissions in 2033, which is the projected year for full project buildout. This methodology is explained in further detail below. Because full buildout would not occur until after the 2020 comparison year, this analysis also includes a qualitative discussion of potential GHG impacts in the timeframe beyond 2020, a period for which there is currently no state-adopted GHG emissions reduction target.

Page 12-10 of the Draft EIR, regarding estimation of GHG emissions, is revised as follows:

Indirect emissions associated with electricity consumption were calculated based on utility emission factors for Sierra Pacific Power for CO₂, N₂O, and CH₄ as contained in CalEEMod, also factoring in reductions in those emissions attributed to compliance with the Renewable Portfolio Standard requirements for 2020 (33 percent of electricity from renewable sources) and 2030 (50 percent of electricity from renewable sources) and estimates of project-related electricity consumption estimated by the utilities estimate report prepared for the project (Bender Engineering & Construction 2015). The amount of electricity used to provide water to the West Parcel development area was estimated based on the volume of water that would be required by the project, as determined by the water supply assessment (Northstar Community Services District [NCSD] 2015) and energy intensity factors for water supply in northern California published by CEC (CEC 2006:2). This analysis also incorporated the energy required to treat wastewater generated by the project. Indirect GHG emissions associated with the quantity of solid waste generated by the land uses was estimated using the applicable module in CalEEMod based on the quantities reported in Chapter 16, “Utilities.”

Page 12-11 of the Draft EIR, regarding GHG efficiency analysis, is revised as follows:

GREENHOUSE GAS EFFICIENCY ANALYSIS

For this Draft-EIR, a GHG efficiency analysis is conducted to illustrate the GHG efficiency of the project, compared to how similar projects would have performed prior to AB 32 and related GHG targets and regulatory measures were established. This type of analysis, generally accepted prior to CBD v CDFW as a means for determining impact significance, is provided in this FEIR only for the purposes of providing a metric by which Placer County can determine if the project's generation of GHGs are relatively efficient. The analysis was conducted by estimating emissions for two separate emission scenarios, as recommended by PCAPCD (Green, pers. comm., 2014a, 2014b). One is a No Action Taken (NAT) scenario, a hypothetical scenario that estimates operational GHG emissions in 2020 (assuming buildout by that year) without implementation of GHG emissions reduction regulations that have been in place since 2006 [i.e., Low-Carbon Fuel Standard; Advanced Clean Cars fuel economy standards; Renewable Electricity Standard; and California Building Efficiency Standards (Title 24, Section 6)]. The other scenario, referred to as the full-buildout 2020 scenario, estimates operational GHG emissions with implementation of these regulations and project buildout in 2020. This scenario is also hypothetical because full buildout of the project would occur no sooner than 2033, because of the size of the project and potential market demand as discussed in Chapter 3, "Project Description." Because 2020 is the target year for achieving the GHG reduction goal identified by AB 32, 2020 is used to compare these two scenarios. As described in Section 12.2.2, "State," of the Regulatory Setting above, AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. This Draft EIR also examines what may occur beyond 2020, including a discussion of GHG reduction targets that may be established by ARB and/or the California State Legislature beyond 2020, what specific regulations may be developed to achieve those targets, and the ability and likelihood the project would comply with those regulations to meet those targets.

The purpose of the efficiency analysis is to determine whether the full-buildout 2020 scenario is at least 21.7 percent more GHG efficient than the NAT scenario. An efficiency target of 21.7 percent is used because, as described above, ARB calculated that a reduction of 21.7 percent from 2020 NAT emissions is needed for California to reach 1990 emission levels (ARB 2011). This should not be interpreted to mean that a 21.7 percent reduction in GHG emissions compared to 2020 NAT is not significant; rather, it is only intended to reflect if the project is as efficient as the state, as a whole, is expected to be in order to attain AB 32 requirements. In reality, new projects, such as this project, may need to perform more efficiently than the state as a whole so as to help the state attain its goals. This is because new projects may be more capable of being GHG-efficient than existing development in the statewide economy, wherein the existing development could require significant modifications to hit efficiency targets, and retrofitting existing development may be more difficult than designing new development in meeting GHG reduction targets. There are no current mechanisms available to determine the level of GHG-efficiency needed on a single project in order to determine if it fits within the Scoping Plan targets.

Refer to Appendix K of this EIR for a detailed description of all calculations, model runs, and For assumptions used to support the efficiency analysis refer to Appendix P of this EIR.

Pages 12-13 through 12-17 of the Draft EIR, concerning operational impacts, is revised as follows:

Impact 12-2: Operational greenhouse gas emissions

Annual GHG emissions from project operation would exceed the Tier I mass-emission threshold of 1,100 MT CO₂e/year; ~~but would not exceed the GHG efficiency-based Tier II threshold recommended by PCAPCD for 2020. Nevertheless, GHG emissions would be substantial and the project may be less efficient than necessary to achieve GHG reduction targets that could be in place after 2020, when~~

the MVWPSP is built out. Therefore, operation of the Specific Plan has the potential to result in a substantial contribution to GHG emissions. This impact would be **potentially significant**.

Operation of the project would result in GHG emissions associated with motor vehicle trips to and from the West Parcel development area; combustion of natural gas for space and water heating; consumption of electricity and water; conveyance, treatment, and discharge of wastewater; transport and disposal of solid waste; and use of equipment for landscaping and snow removal. The removal of trees and vegetation would also result in the loss of sequestered carbon. Table 12-2 summarizes all the direct and indirect sources of GHG emissions associated with the MVWPSP upon full buildout in 2033. The emissions estimates are based on the application of existing regulations pertaining to vehicle emissions, building standards, and electricity generation. This is explained further below.

The RPS (33 percent use of renewables in 2020) were not assumed in the Draft EIR because the utility serving the project was undergoing ownership transition, and it was unknown whether some or all of the electricity would be sourced from California. As described in Appendix P of this document, Liberty Utilities purchased the electricity supplier to the project in 2012, and will meet RPS standards. Therefore, GHG reductions of 33 percent (2020) and 50 percent (2030 and after) can be applied to the electricity-related indirect GHG emissions associated with the project. This is explained further below. The analysis is updated to reflect Liberty Utilities meeting RPS standards.

Table 12-2 Summary of Annual Greenhouse Gas Emissions Associated with the MVWPSP at Full Buildout in 2033

Emissions Activity	MT CO ₂ e/year
Vehicle Trips (mobile sources)	9,916
Natural Gas Combustion	9,574
Electricity Consumption ²	11,257 5,819
Water Consumption and Wastewater Treatment	285
Solid Waste Generation	1,165
Landscaping and Snow Removal Equipment	12
Loss in Carbon Sequestration from Vegetation Removal ¹	543
Total Maximum Yearly Emissions	35,865 30,427
PCAPCD's Tier 1 Threshold of Significance	1,100

Notes: See Appendix K for detail on model inputs, assumptions, and project specific modeling parameters.

Mobile source GHG emissions are derived from the traffic analysis, which assumes that 20 percent of the units are permanent, year-round occupants and the remaining 80 percent are seasonally occupied. Energy (natural gas and electricity) emissions are based on *Estimates for Gas and Electric Utilities Usage for the MVWP Project* (see Chapter 16, "Utilities," which conservatively assume full-time occupancy of all units).

MT CO₂e/year = metric tons of carbon dioxide-equivalent per year

¹ The loss in sequestered carbon from removed vegetation is amortized over an estimated 40-year operational life of the project.

² The electricity emission factor uses the 2006 through 2008 average non-renewable emissions from Sierra Pacific Company, with the application of 50% renewables due to the Renewable Portfolio Standard goal for 2030. Three-year average based on ARB guidance for 2020 Business-as-Usual (BAU) projections: <http://www.arb.ca.gov/cc/inventory/data/bau.htm>.

Source: Modeling conducted by Ascent Environmental in 2015

As shown in Table 12-2, upon full buildout, GHG emissions associated with operation of the proposed project would exceed the Tier I mass emission threshold of 1,100 MT CO₂e/year, which is a significant impact. To help characterize the nature of the impact, therefore this analysis evaluates the GHG efficiency with which buildout of the MVWPSP would operate compared to the NAT scenario in 2020 (Tier II). (As described above, the NAT scenario estimates operational GHG emissions that would be associated with the MVWPSP in 2020 without implementation of regulations that have been put in

place since 2006 to help achieve the statewide GHG reduction goal mandated by AB 32.) Table 12-3 summarizes the results of emissions estimates for both scenarios. Emissions for full buildout in 2033 would be lower than in 2020 because of the inherent reductions expected from vehicle fleet turnover and improvements in renewable energy standards in subsequent years. It should be noted that, because the project includes the transfer of 760 residential units from the East Parcel to the West Parcel, implementation of the MVWPSP would result in the permanent retirement of 600 residential units that are currently allowed for under the MVCP. As a result of the project, the buildout capacity of the MVCP would be reduced by 600 units.

Table 12-3 Summary of Annual Greenhouse Gas Emissions Associated with the No Action Taken (NAT) and Full-Buildout Scenarios in 2020 (MT CO₂e/year)

Emissions Activity	No Action Taken Scenario	Full-Buildout 2020 Scenario
Vehicle Trips (mobile sources) ¹	13,638	10,598
Natural Gas Combustion ²	12,765	9,574
Electricity Consumption ^{2,3}	19,160 <u>14,405</u>	14,370 <u>7,788</u>
Water Consumption and Wastewater Treatment ⁴	285	285
Solid Waste Generation ⁴	1,165	1,165
Landscaping and Snow Removal Equipment ⁴	12	12
Loss of Carbon Sequestration from Vegetation Removal ⁵	543	543
Total Maximum Yearly Emissions	47,568 <u>42,813</u>	36,546 <u>29,964</u>
Percent Less than Business-As-Usual Scenario	—	23.2% <u>30.0%</u>

Notes: See Appendix K for detail on model inputs, assumptions, and project specific modeling parameters.

MT CO₂e/year = metric tons of carbon dioxide-equivalent per year

¹ Emissions from vehicle trips would be less in the full-buildout scenario because of implementation of regulations governing vehicle emission standards for GHGs, including the vehicle emission standards from Advanced Clean Cars and the Low-Carbon Fuel Standard. These regulations provide increasingly stringent emission standards over time.

² In the full-buildout scenario, consumption of both natural gas for space and water heating and electricity for powering appliances and lighting would be approximately 25 percent less because of implementation of the California Building Efficiency Standards (Title 24, Section 6) (Green, pers. comm. 2014b).

³ Emissions associated with electricity consumption would be lower in the full-buildout scenario due to implementation of renewable requirements in the electric power generation industry; however, this reduction is not accounted for in this analysis because complete information about the GHG intensity factors (historical and projected) for the local utility, California Pacific Electric Company (CalPeco), are not available. CalPeco became the electric service provider to the project area in 2011 after it acquired assets from Sierra Pacific Power Company (Liberty Energy 2010). For both scenarios, emissions associated with electricity consumption were estimated using the GHG intensity factor for Sierra Pacific Company for 2008 in CalEEMod. The electricity emission factor for the NAT scenario uses the 2006 through 2008 average emission factor from Sierra Pacific Company (dba NV Energy), which was the electric service provider to project area until 2010. Information about GHG intensity factors (historical and projected) for the local utility, California Pacific Electric Company (CalPeco), are not available. For the Full-Buildout 2020 scenario, the average non-renewable emissions were used with the application of 33% renewables due to the Renewable Portfolio Standard requirement for 2020.

⁴ No substantial difference would be expected in emissions associated with water consumption and wastewater treatment, the generation of solid waste, landscaping and snow removal activities, or the loss of carbon sequestration associated with removal of vegetation during construction.

⁵ The loss in sequestered carbon from removed vegetation is amortized over an estimated 40-year operational life of the project.

Source: Modeling conducted by Ascent Environmental in 2015

As shown in Table 12-3, emissions from many sources would be lower under the full-buildout scenario than the NAT scenario because GHG regulations under the AB 32 mandate would decrease operational GHG emissions. Emissions from project-related vehicle trips would be lower in the full-buildout scenario because of regulations governing vehicle emission standards for GHGs, including the GHG vehicle standards in Advanced Clean Cars and the Low-Carbon Fuel Standard, would be in place. Approximately 25 percent less natural gas would be needed for space and water heating and 25 to 30 percent less electricity would be needed to power appliances and lighting in the full-buildout scenario because of California Building Efficiency Standards (Title 24, Section 6) (Green,

pers. comm. 2014b). It is noted that emissions in the 2020 full-buildout scenario are slightly higher than those estimated for full buildout in 2033, although the same GHG reduction regulatory standards are applied. This is because a certain percentage of older vehicles projected to be on the road in 2020 would be replaced over time by newer vehicles that better meet emissions standards and have higher gas mileage, resulting in lower GHG emissions from the vehicle fleet in later years, and the RPS requirements for electricity increase from 33 to 50 percent.

Overall, the total GHG emissions under the full-buildout scenario in 2020 would be approximately 30.0 percent less than the NAT scenario. This level of GHG efficiency is viewed in light of the overall Scoping Plan goals of a 21.7 percent reduction needed for the state, compared to NAT. Thus, the project appears to be relatively GHG-efficient, although the emissions substantially exceed the 1,100 MT CO₂e/year threshold of significance. Therefore, GHG emissions associated with operation of the proposed project would not conflict with ARB's Scoping Plan for 2020 targets, calculating a reduction of 21.7 percent from 2020 NAT emissions needed for California to reach 1990 levels.

Pages 12-15 and 12-16 of the Draft EIR, regarding post 2020 considerations, is revised as follows:

Attainment of future targets would be at least partially reliant on potential new regulations that would be adopted in the future, as well as potentially on the degree to which Cap-and-Trade regulations are assumed by ARB to already reduce GHG emissions subject to the program (gasoline/other fuel, electricity) on a project-by-project basis. It is unlikely that the MVWPSP buildout could meet long-term GHG efficiency aspirations, such as those expressed in Executive Orders B-30-15 and S-3-05 (40 and 80 percent below 1990 GHG levels in 2030 and 2050, respectively) without substantial statewide regulations, such as those that may result in more electric vehicles in the fleet mix, more stringent energy efficiency standards for buildings, higher Cap-and-Trade reduction requirements, and an increase in the generation of renewable electricity. In addition, the project would generate emissions well above PCAPCD's current Tier I level. Because the MVWPSP would generate substantial GHG emissions, and because it is not known if the project would be consistent with future GHG reduction targets, the impact would be **potentially significant**.

Page 12-16 of the Draft EIR, concerning mitigation, is revised as follows:

Mitigation Measure 12-2: Implement ongoing operational greenhouse gas review and reduction program.

The state legislature or Governor's Office may establish new GHG targets or other programs or metrics that apply for the period both before and after 2020, as discussed in the *First Update to the Climate Change Scoping Plan*, released by ARB in May 2014 (and discussed above in Section 12.2.2) and in response to CBD v CDFW as it relates to connecting Scoping Plan targets to individual projects. Any projects processed by the County ~~after 2020~~ will be required to reduce, to the extent needed and feasible, GHG emissions such that the project operates within the targets or adopted plan established at the time the project is submitted for approval, as explained below.

The County shall require the following actions for all MVWPSP subdivision maps submitted for approval ~~after December 31, 2020:~~

- In consultation with the PCAPCD and Placer County, the applicant shall demonstrate, based on currently adopted regulations and industry-accepted GHG calculation methods, whether operation of the project would be consistent with GHG targets adopted by the State. "Adopted" means that a specific GHG reduction target, such as is currently specified in the Global Warming Solutions Act of 2006 (achieve 1990 levels by 2020), is required by state legislative action, state administrative action, by legislative action of Placer County, or an applicable qualified Climate Action Plan or similar GHG reduction plan approved by Placer County. The target or plan shall be based on a substantiated linkage between the project (or Placer County projects in general if a countywide qualified GHG reduction plan is approved) and statewide GHG reduction goals. ~~"Within GHG~~

~~targets” means that the project, using methods such as a comparison between No Action Taken and the project as proposed scenarios, would achieve or exceed the target.~~

- ▲ If the project achieves or exceeds the reduction target or plan, no further actions shall be required.
- ▲ If the project does not meet the target, then measures shall be incorporated into the project to reduce GHG emissions to the target or plan level and to the extent feasible. Emissions reductions provided by these measures shall be calculated to determine if targets can be achieved. These measures may include any combination of GHG reduction actions needed to achieve the target, including:
 - Actions specified in MVWPSP Section 7.9, “Air Quality & Climate Change” but with mandated actions (instead of “should” or “encourage” the actions, use “shall”). A project can choose from the options shown below as long as the overall target is met:
 - Requiring that all buildings exceed Title 24 energy-efficiency requirements by 15 percent.
 - All new residential buildings shall meet or exceed the guidelines for the California ENERGY STAR® Homes Program (Policy ER-AQ5).
 - Selecting a building’s orientation, massing and fenestration design to maximize effective day lighting to reduce building energy requirements, without increasing glare and/or electric lighting loads that off set glare is required. The selection and extent of window glazing should vary, depending on the criteria required by the window’s location, including solar heat gain, energy performance, day lighting, views and glare factors. Exterior sun controls (including porches, overhangs, trellises, balconies and shutters) shall be integrated into the building’s fenestration design to effectively admit and block sun penetration as required (Policy ER-AQ6).
 - Retain a Commissioning Agent (a professional qualified to evaluate and certify that a building is designed, constructed and functions in accordance with the building’s specified operational requirements). Owners may choose to have the Commissioning Agent produce a re-commissioning manual for the building to assure it continues to meet established standards such as energy conservation and indoor air quality (Policy ER-AQ11).
 - Efforts to reduce and recycle construction waste are required as well as regional procurement of construction materials when feasibly possible in order to reduce transport (Policy ER-AQ14).
 - Installation of state-of-the-art energy efficient interior lighting (Policy ER-AQ17).
 - Commercial retail buildings shall use automatic fixture sensors and low-consumption fixtures (Policy ER-AQ19).
 - Payment of GHG offset fees to an ARB-approved GHG reduction program. Project applicant will consent to any GHG reduction fees that may be applicable after January 1, 2020.

Significance after Mitigation

~~As stated above, the built out MVWPSP would achieve a reduction in greenhouse gas emissions of 23.2 percent by 2020. Given the current date and timing for potential project approval (mid 2016) and the 20-year project buildout, it is doubtful that much of the project would be constructed prior to 2020. It is unknown whether the project would achieve threshold targets because such targets do not yet exist and it would be speculative to assume what they might be and/or what regulations will~~

be in place to help achieve them. Implementation of Mitigation Measure 12-2 would reduce GHG emissions associated with subsequent projects proposed after 2020. However, important factors are not currently known: ~~post-2020 the~~ GHG emissions target in effect at the time specific projects are proposed; the effectiveness of regulatory actions already adopted as part of the Global Warming Solutions Act of 2006; consideration by ARB as to whether Cap-and-Trade regulations already mitigate the emissions associated with regulated sources (fuel, electricity), and the potential for application of new regulations and their effectiveness. Further, the cost and feasibility of certain policies that would be mandated as mitigation are not known. Therefore, it would be speculative to determine that GHG impacts, if they were to occur, would be feasibly mitigated to adopted GHG target levels ~~beyond 2020.~~ For this reason, and because buildout of the MVWPSP would emit a substantial level of GHG emissions, the residual impact is **potentially significant and unavoidable.**

2.2.10 Revisions to Chapter 15, “Hydrology and Water Quality”

Per response to comment SA2-3, Mitigation Measure 15-5b on page 15-27 of the Draft EIR is revised to read as follows:

Mitigation Measure 15-5b: Reduce runoff to pre-project conditions

The Improvement Plan submittal and final Drainage Report shall provide details showing that stormwater run-off shall be reduced to pre-project conditions through the installation of retention/detention facilities. Retention/detention facilities shall be designed in accordance with the requirements of the Placer County Stormwater Management Manual that are in effect at the time of submittal, and to the satisfaction of the Engineering and Surveying Department (ESD), and shall be shown on the Improvement Plans. The ESD may, after review of the project final drainage report, delete this requirement if it is determined that drainage conditions do not warrant installation of this type of facility. ~~In the event onsite detention requirements are waived, this project may be subject to payment of any in-lieu fees payable before Improvement Plan approval as prescribed by County Ordinance.~~ Maintenance of detention facilities by the homeowner’s association, property owner’s association, property owner, or entity responsible for project maintenance shall be required. No retention/detention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

2.2.11 Revisions to Chapter 16, “Utilities”

Per response to comment LA7-8, the text on page 16-6 of the Draft EIR under Section 16.1.2 is revised as follows:

16.1.2 Wastewater Collection and Treatment

Wastewater in the Martis Valley is treated by the Tahoe-Truckee Sanitation Agency (T-TSA) at its wastewater treatment facility in the Town of Truckee. Wastewater from the project site would be collected by the NCSD and conveyed to the treatment plant via sewer lines operated by NCSD and the Tahoe ~~Sanitary Sanitation~~ District (TSD). The facilities operated by each of these agencies are described in detail below.

Per response to comment LA7-9, the text on page 16-6 under Section 16.1.2, “Northstar Community Services District,” is revised to read as follows:

NCSD operates and maintains its wastewater collection system for the benefit of residential and commercial customers within its boundaries. NCSD maintains approximately 25 miles of sanitary sewer gravity mains, 560 manholes, 1,630 feet of force main, and 6.8 miles of inverted siphon main

that extends from existing sewer lines located along Northstar Drive and runs through the Northstar golf course and along SR 267 to the airport access road. NCSD also maintains three sewer lift stations and two flow meters. As of February 2013, the District serves 1,724 residential sewer connections and 59 commercial sewer connections (NCSD 2013). The golf course siphon consists of parallel 8-inch and 12-inch pipelines that extend north from the existing sanitary sewer main on Northstar Drive to the NCSD lift station on SR 267 (Exhibit 16-1). The average dry weather flow (ADWF) in the golf course siphon generated by existing development within the NCSD service boundaries is 0.6 million gallons per day (mgd) at 423 gallons per minute (gpm). The current peak wet weather flow (PWWF) in the golf course siphon is 0.82 mgd at 570 gpm. Under PWWF, the existing golf course siphon capacity is 1,625 gpm. At the SR 267 lift station, the golf course siphon discharges to the siphon pipelines that extend from the existing NCSD lift station on SR 267 along SR 267 to the Truckee Sanitary District (TSD) sewer line at Truckee Tahoe Airport Road (SR 267 to TSD siphon). The lift station includes two 225 gpm pumps. The SR 267 to TSD siphon consists of parallel 8-inch and 12-inch pipelines. The current ADWF in the SR 267 to the TSD siphon is 0.93 MGD at 648 gpm and the current PWWF is 1.14 mgd at 795 gpm. Under PWWF, the existing SR 267 to TSD siphon capacity is 1,850 gpm (NCSD 2015b).

NCSD operates a sewer collection system, but not treatment facilities (NCSD 2013). Wastewater is collected within the District, transmitted through a section of Truckee Sanitary District's (TSD) collection system, then to the Tahoe-Truckee Sanitation Agency (T-TSA) Truckee River Interceptor (TRI) and ultimately to the T-TSA treatment facility for treatment. NCSD provides wastewater collection services to the Northstar Resort community but contracts with TSD for transfer of sewage via TSD's facilities to the T-TSA treatment plant. The provision of wastewater collection service outside of the NCSD boundary would require approval of annexation from LAFCO, which would require a new contract between NCSD and TSD (Placer LAFCO 2014).

Per responses to comments LA7-10 through LA7-14, the paragraph under "Truckee Sanitary District" on page 16-8 of the Draft EIR is revised as follows:

TSD was initially formed in 1906 and is one of the oldest sanitary districts providing wastewater collection services in California (TSD 2015). TSD boundaries encompass approximately 39 square miles in Placer and Nevada Counties. TSD operates and maintains approximately 300 miles of gravity pipelines containing 3,927 manholes, 9 miles of pressure pipeline, 10 main lift stations, and 30 smaller lift stations. The collection system primarily services residential customers. Small businesses and restaurants contribute a small percentage of TSD's total wastewater flow. Currently, there are approximately 10,800 residential and 650 commercial accounts discharging into TSD's wastewater collection system. New development is subject to a range of requirements and fees as provided in the TSD Code. Fees include, but are not limited to, connection fees, monthly user fees, and surcharges in lieu of property taxes. These fees pay for capacity improvements, ongoing operation, and maintenance of TSD's system ~~connection fees for TSD services. As described above, the~~ The TSD sewer line, referred to as the Martis Valley Interceptor (MVI), begins at the outfall from the SR 267 to TSD siphon (see "Existing NCSD-TSD Connection" on Exhibit 16-1) ~~NCSD 267 to the TSD siphon~~ at Truckee Tahoe Airport Road. The MVI conveys wastewater flows from NCSD to the TRI, located along the Truckee River. The existing peak hour dry weather flow (PDWF) is 950 gpm and existing PWWF is 1,375 gpm (Tresan, pers. comm., 2015b). The current capacity of the MVI is 2,113 gpm, meaning that flows beyond this estimated capacity could result in surcharges and/or spills ~~peak weather flows beyond this amount could result in surcharges.~~ TSD has recently completed hydraulic modeling of their wastewater conveyance system to identify the effects of future flows that result from buildout of the area served by TSD (Tresan, pers. comm. 2015c) ~~is in the process of updating its hydraulic model to update existing and future capacity of its sewer lines (Bergeron, pers. comm., 2015).~~ The results of this hydraulic modeling are included in the analysis of wastewater conveyance demand.

Per response to comment LA7-15, the second paragraph on page 16-17 under Section 16.3.2, “Wastewater,” is revised to correct the reference and identify the wastewater generation factors used as part of the analysis:

Wastewater generated by the proposed project was calculated as part of the Sewer Capacity Analysis Technical Memorandum using ~~the wastewater generation rates in Table 16-8 and the~~ “probable mix” of units identified in Table 3-2 in Chapter 3, “Project Description.”

Per response to comment LA1-3, the text in the first paragraph under Impact 16-1 on page 16-18 is revised as follows:

The MVWPSP proposes to develop 760 residential units, 22,000 square feet of homeowner amenities (e.g., recreational facilities, concierge services, homeowner meeting rooms), and 34,500 square feet of commercial uses. Prior to construction of the project, the MVWPSP site would be annexed into the NCSD service boundary so as to receive water supply services and maintenance of facilities from NCSD. Two options for providing water supply are proposed by the MVWPSP. Under Option 1, NCSD would provide water service for the project by expanding the existing water supply, storage, and distribution systems. The offsite water infrastructure improvements required to serve the project would include approximately 8,400 linear feet of pipeline to connect to the NCSD water system at Highlands View Road (Exhibit 16-2). This option would include pump systems to new water storage tanks in the MVWPSP development area. Under Option 2, NCSD would maintain and service an onsite water system consisting of up to three new wells and a pump system that would convey water to two new water storage tanks. Tentative locations of the water mains, tanks and connections under this option are shown in the conceptual utility exhibits of the MVWPSP (Exhibit 16-2). Construction of water distribution infrastructure for the proposed project would occur during the first phase of construction and could include development of one or more wells, pumping stations, transmission mains, and two 350,000-gallon storage tanks. Three test wells have been installed on the West Parcel. The final production wells with an estimated supply of 445 afy would be completed only after the proposed project is approved and the appropriate permits obtained. Specific well yields will be defined when actual production wells are constructed and pumping tests of the production wells have been completed. If developed, these wells would be dedicated to NCSD. Additionally, if water is supplied with onsite wells then the water would be treated at the well head before distribution. Alternatively, if the water is delivered from the NCSD system, then water would be treated at the NCSD water treatment plant.

Per response to comment LA7-16, the third paragraph under Impact 16-2 on page 16-23 is revised as follows:

Components of the NCSD wastewater collection system that would be used by the project are shown on Exhibit 16-2. Vital elements of NCSD’s wastewater collection system are the parallel siphon lines, which collect wastewater flows from the entire NCSD system and would receive wastewater flows from the West Parcel development area under Option 1 and Option 2. The golf course siphon lines have a total capacity of ~~2,100~~ 1,625 gpm. The SR 267 to TSD siphon lines have a total capacity of ~~2,550~~ 1,850 gpm. An independent evaluation of the capacity of the wastewater collection system and the potential impacts from MVWPSP development in combination with buildout in the NCSD service area was prepared for NCSD (NCSD 2015b). This analysis is discussed below under Cumulative Impact 16-8. The current dry and peak wet weather flows are described above in the Environmental Setting section and are shown in Table 16-12.

Per response to comment LA7-17, the following table is added to the Draft EIR:

Table 16-15 Martis Valley West Parcel Specific Plan Unit and Wastewater Flow Summary

<u>Land Use</u>	<u>ADWF Generation Factor (gpd/unit)</u>	<u>PWWF Generation Factor (gpd/unit)</u>	<u>Number of Proposed Units¹</u>	<u>ADWF Flows (gpd)</u>	<u>PWWF Flows (gpd)</u>	<u>ADWF Flows² (gpm)</u>	<u>PWWF Flows² (gpm)</u>
Single Family	389	1,011	375	145,875	379,275	101	263
Condominium	339	881	265	89,835	233,571	62	162
Townhouse	339	881	120	40,680	105,768	28	74
Commercial	0.3 gpd/sq. ft.	0.96 gpd/sq. ft.	34,500	12,765	33,189	9	23
Total	NA	NA	NA	289,155	751,803	200	522

¹ Demand calculations are based on the total number of probable units presented Chapter 3, "Project Description."

² A conversion factor of 1,440 minutes/day was used to convert gallons per day to gallons per minute.

³ the modeling effort for the evaluation did not include the additional 22,000 square feet of homeowner amenities associated with the proposed project. The *Sewer Capacity Analysis Technical Memorandum* states that it is not likely that the additional wastewater generated by the homeowner amenities facilities would change the model results or any potential improvements to siphon lines that could be triggered by the MVWPSP development.

Source: NCSD 2015b, Compiled by Ascent Environmental 2015

Per response to comment LA7-18, the first paragraph under Impact 16-2 on page 16-22 of the Draft EIR is revised as follows:

As part of the MVWPSP, the West Parcel development area would be annexed to NCSD for wastewater collection and conveyance to TSD and subsequently to the T-TSA wastewater treatment plant. The Sewer Capacity Analysis Technical Memorandum (NCSD 2015b) concluded that future development under the MVWPSP would generate wastewater flows of 200 gpm under ADWF conditions and 520 gpm under PWWF conditions.

Per response to comment LA7-19, LA7-20, LA-22, Exhibit 16-2, MVWPSP – Proposed Utility Connections, on page 16-19 has been revised as shown on Revised Exhibit 16-2 (see Revised Exhibit 3-12).

Per response to comment LA6-23 and LA7-24, the text in Table 16-12 on page 16-23 of the Draft EIR has been revised to accurately reflect the existing PWWF capacity. The text is revised to read as follows:

Table 16-12 Existing NCSD and TSD Peak Wet Weather Flow Capacity

	<u>Existing PWWF</u>	<u>Existing PWWF Capacity</u>	<u>Remaining Existing Capacity</u>	<u>Proposed Project PWWF</u>	<u>Capacity adequate to serve proposed project?</u>
NCSD Golf Course Siphon portion	570	1,530 1,625	960 1,055	520	Yes
NCSD SR 267 to TSD portion	795	1,850	1,055	520	Yes
TSD	1,375	2,113	738	520	Yes

Source: Tresan, pers. comm., 2015a, 2015b, 2015c; NCSD 2015b

PWWF = Peak Wet Weather Flow

Per response to comment LA7-25 and LA7-26, the last paragraph on page 16-23 of the Draft EIR (under Impact 16-2) is revised as follows:

The existing agreement for conveyance via TSD infrastructure only allows for wastewater flows generated from development within the existing NCSD service boundary (TSD 2014). To provide wastewater collection and conveyance services to the MVWPSP, NCSD would enter into a new contract with TSD to include conveyance of wastewater from the West Parcel development area. The West Parcel development area is currently outside the NCSD service boundary, but proposed to be annexed, and a new service contract between NCSD and TSD would be required following annexation. ~~amend its contract with TSD to include collection and conveyance of wastewater from the West Parcel development area, which is currently outside the NCSD service boundary, but proposed to be annexed.~~ The proposed project would also be required to comply with terms and conditions of the new service contract between NCSD and TSD, which would include, among other things, payment of one-time fees for connection to the TSD system, as well as regular user fees and surcharges in lieu of property taxes for ongoing operation and maintenance. Under the service contract between NCSD and TSD for service to the project area, NCSD would collect these fees and transfer them to TSD. ~~pay fees for connection to the TSD system that would go toward operating and maintenance costs.~~

Per response to comment LA7-27 and LA7-28, the last paragraph under Impact 16-2, on page 16-24 of the Draft EIR, is revised as follows:

The wastewater infrastructure and the proposed project would be designed and constructed in accordance with NCSD requirements and consistent with a new NCSD-TSD service contract. The proposed project would minimize wastewater flows through implementation of water efficiency measures. The proposed project would also be subject to ~~connection~~ appropriate fees for TSD and T-TSA services, which would cover the operation and maintenance costs of the additional wastewater conveyance demand. Because of this and because the wastewater conveyance system has capacity to serve the projected peak wet weather flow from the proposed project, this would be a **less-than-significant** impact.

Per response to comment LA7-29, the first paragraph under Cumulative Impact 16-8 on pages 16-29 and 16-30 of the Draft EIR is revised as follows:

The geographic area that is considered for wastewater collection system includes the NCSD service boundary and the portion of the TSD wastewater collection lines extending between the NCSD outfall at Truckee Tahoe Airport Road and the T-TSA Truckee River Interceptor (TRI). For cumulative impacts on T-TSA wastewater conveyance, the area considered is the TRI between the TSD outfall pipeline and the wastewater treatment plant. As discussed under Impact 16-2, the West Parcel development area is currently outside the NCSD service boundary, but proposed to be annexed, and a new service contract between NCSD and TSD would be required following annexation.

Per response to comment LA7-30, the text under Cumulative Impact 16-8 on page 16-30 (last sentence of the second full paragraph) is revised as follows:

Under existing conditions, NCSD is able to operate either of the 8-inch or 12-inch siphon lines to satisfy system demand. Under NCSD buildout conditions, the remaining available capacity of the siphon lines under PWWF is 443 gpm. The PWWF at buildout of the NCSD service area would require use of both siphon lines run in parallel and operation of both pumps at the lift station for short periods of time. With the addition of project-generated wastewater to the NCSD wastewater collection system at manhole 237, in combination with flows from existing and NCSD buildout development, the golf course siphon section would not be able to meet the capacity requirements under PWWF conditions. Also, with the addition of MVWPSP flows, in combination with flows from existing and NCSD buildout development, the 267 to TSD siphon line section would essentially be at 100 percent capacity under PWWF conditions. The 267 lift station is also a key asset in the NCSD

collection system. As equipped, the lift station has two 225 gpm pumps. Modeling simulations indicate that as flows increase with development, flows into the lift station will be up to ~~250~~ 520 gpm, exceeding the capacity of a single pump.

Per response to comment LA7-31 and LA7-32, the text under Cumulative Impact 16-8 on page 16-30 (the fourth full paragraph) is revised as follows:

The TSD wastewater conveyance system in this area is currently able to serve existing wastewater flows during ADWF and PWWF. The preliminary results from modeling of project flows in addition to flows from buildout of other cumulative projects indicate that additional segments of the TSD system would reach capacity, and there could be overflow in some pipes. ~~In spite of fees that would be required to pay for the additional operation and maintenance costs generated by this additional demand. Although cumulative projects and the proposed project would be required to comply with terms and conditions of the applicable service contract, which would include, among other things, payment of one-time fees for connection to the TSD system, as well as regular user fees and surcharges in lieu of property taxes for ongoing operation and maintenance, this would be a significant cumulative impact. Because it is not known at exactly what point during development of the project when the TSD system would reach capacity, additional flows from the proposed project could be added to the TSD system when it is near or at capacity, resulting in overflows prior to buildout of the project. The project would make a considerable contribution to the cumulative impact on wastewater conveyance in the TSD system.~~

Per response to comment LA7-33, the text of paragraph 6 on pages 16-30 and 16-31 of the Draft EIR (under Cumulative Impact 16-8) is revised as follows:

The PDWF at buildout of the NCSD service area, the TSD service area served by the MVI, and MVWPSP is 2,743 gpm (Tresan, pers. comm., 2015c). The PWWF at buildout of the NCSD service area, the TSD service area served by the MVI, and MVWPSP is 3,842 gpm. Flows from buildout of the existing service area for the MVI and from the MVWPSP would result in approximately 5,500 linear feet of the MVI surcharging or overflowing. The existing agreement for conveyance via TSD infrastructure only allows for wastewater flows generated from development within the existing NCSD service boundary (TSD 2014). To provide wastewater collection and conveyance services to the MVWPSP, NCSD would enter into a new contract amend its contract with TSD to include collection and conveyance of wastewater from the West Parcel development area, ~~which is currently outside the NCSD service boundary, but proposed to be annexed. The West Parcel development area is currently outside the NCSD service boundary, but proposed to annexed, and a new service contract between NCSD and TSD would be required following annexation.~~ The proposed project would also be required to comply with terms and conditions of the new service contract between NCSD and TSD, which would include, among other things, payment of one-time fees for connection to the TSD system, as well as regular user fees and surcharges in lieu of property taxes for ongoing operation and maintenance. Under the service contract between NCSD and TSD for service to the project area, NCSD would collect these fees and transfer them to TSD. pay fees for connection to the TSD system that would go toward operating and maintenance costs. Until the evaluation of capacity in the TSD line on Truckee Tahoe Airport Road and connecting to the TRI is completed, the ability of the line to accommodate project generated wastewater is unknown. Based on TSD's capacity analysis, project-generated flows along with flows from other anticipated developments would exceed the capacity of the existing TSD MVI pipeline.

Per response to comment LA7-35, the first paragraph under Cumulative Mitigation Measure 16-8b on pages 16-31 and 16-32 is revised as follows:

Prior to the Placer County Subsequent Conformity Review Process environmental determination for each development entitlement following Specific Plan approval, the project applicant shall coordinate with TSD to determine the wastewater conveyance demand at buildout of each proposed development entitlement and provide the County with a copy of the coordination. If TSD finds that

project-generated peak wastewater flows exceed the capacity of the TSD line between the NCSD outfall at Truckee-Tahoe Airport Road and the TRI, NCSD and TSD shall develop plans for and construct improvements that would allow for conveyance of buildout wastewater flows. The improvements shall be constructed to meet peak wet weather flows of 520 gpm, or flows determined by final design plans, in the sewer line from the NCSD outfall to the TRI. The plans shall identify the timing of the improvements, and that the capacity of the lines will be available when needed by project development. Prior to Improvement Plan approval, the project applicant shall provide evidence of payment to NCSD and TSD for fair share funding or show the construction of the improvements, to be determined in coordination with NCSD and TSD, which would provide sufficient capacity to the satisfaction of NCSD and TSD.

Per response to comment LA7-36, the following language to Cumulative Mitigation Measure 16-8b, on page 16-32 of the Draft EIR, regarding submittal of a will-serve letter from TSD prior to issuance of building permits. In response, the following text is added to page 16-32 after the three bulleted items:

Improvements shall include:

- ▲ Providing onsite wastewater detention facilities, such as enlarged pipes, vaults, or tanks, such that conveyance can be timed to coincide with off-peak conditions when the TSD line has sufficient capacity; or
- ▲ Replacing the existing TSD line with a larger sewer line that increases capacity to serve future demand for wastewater conveyance; or
- ▲ Installing an additional line parallel to the existing TSD line that increases capacity to serve future demand for wastewater conveyance.

The developer of any project within the MVWPSP area shall be required, as part of the Placer County Subsequent Conformity Review Process and/or tentative map approval process, to submit a will-serve letter from NCSD prior to approval of improvement plans and/or prior to recordation of small lot final maps.

Two changes have been made to Mitigation Measure 16-8a on page 16-31 of the Draft EIR. The measure is revised to add a third bullet to include Sewer Option 3, as described in Impact 16-2. Also, per response to comment LA7-37, text in the first bullet point is revised to delete extra words. The text of Mitigation Measure 16-8a on page 16-31 of the Draft EIR is revised as follows:

Cumulative Mitigation Measure 16-8a: Increase capacity of the NCSD wastewater collection and conveyance system

Prior to Placer County's environmental determination for each subsequent development entitlement, the project applicant shall coordinate with NCSD to determine the wastewater conveyance demand at buildout of each proposed development entitlement and provide the County with a copy of this coordination (e.g., will-serve letter or the equivalent). If the wastewater conveyance demand for an individual phase cannot be met with existing capacity in the NCSD collection and conveyance system, then prior to Improvement Plan approval, the applicant and NCSD shall develop plans for and construct improvements that would provide additional capacity in the NCSD system downstream from the point at which MVWPSP flows would enter the system. The wastewater conveyance and collection improvement plans developed by the project applicant and NCSD shall also identify the timing of such improvements, and that the capacity of the lines will be available when needed by project development. Prior to Improvement Plan approval, the project applicant shall provide evidence of payment to NCSD for fair share funding or show the construction of the improvements that would provide sufficient capacity for buildout of that phase to the satisfaction of NCSD.

Improvements shall include:

- ▲ With MVWPSP sewer flows into the golf course siphon at manhole 237 under Sewer Option 1, ~~construction of~~ and Sewer Option 2, upsize approximately 6,450 linear feet of the existing 8-inch siphon line through the golf course to 16-inch, and upsize approximately 11,500 linear feet of the existing 8-inch 267-TSD siphon line to 16-inch; and
- ▲ With MVWPSP sewer flows into the 267 to TSD siphon line downstream of the 267 Lift Station under Sewer Option 1 and Sewer Option 2, upsize approximately 11,500 linear feet of the existing 8-inch line to 16-inch;~~÷or~~
- ▲ Under Sewer Option 3, construct a direct sewer line from the West Parcel development area, along SR 267, to the TSD connection manhole at Truckee Tahoe Airport Road. This option would run parallel to the existing system (Exhibit 16-2).

Per response to comment LA7-38, the text of Cumulative Mitigation Measure 16-8b is revised to read as follows:

Cumulative Mitigation Measure 16-8b: Ensure sufficient capacity in TSD lines

Prior to the Placer County Subsequent Conformity Review Process environmental determination for each development entitlement following Specific Plan approval, the project applicant shall coordinate with TSD to determine the wastewater conveyance demand at buildout of each proposed development entitlement and provide the County with a copy of the coordination. If TSD finds that project-generated peak wastewater flows exceed the capacity of the TSD line between the NCSD outfall at Truckee-Tahoe Airport Road and the TRI, NCSD and TSD shall develop plans for and construct improvements that would allow for conveyance of buildout wastewater flows. The improvements shall be constructed to meet peak wet weather flows of 520 gpm, or flows determined by final design plans, in the sewer line from the NCSD outfall to the TRI. The plans shall identify the timing of the improvements, and that the capacity of the lines will be available when needed by project development. Prior to Improvement Plan approval, the project applicant shall provide evidence of payment to NCSD for fair share funding or show the construction of the improvements, to be determined in coordination with NCSD and TSD, which would provide sufficient capacity to the satisfaction of NCSD and TSD. Fair share funding or construction of the improvements by the project applicant shall also account for any additional permanent and/or temporary easements. Improvements shall include:

- ▲ Providing onsite wastewater detention facilities, such as enlarged pipes, vaults, or tanks, such that conveyance can be timed to coincide with off-peak conditions when the TSD line has sufficient capacity; or
- ▲ Replacing the existing TSD line with a larger sewer line that increases capacity to serve future demand for wastewater conveyance; or
- ▲ Installing an additional line parallel to the existing TSD line that increases capacity to serve future demand for wastewater conveyance.

2.2.12 Revisions to Chapter 17, “Public Services and Recreation”

Per response to comment IO45-3-8, the text on page 17-14 of the Draft EIR under Impact 17-1 is revised as follows:

As shown in Exhibit 17-1, several recreation trails are in close proximity to the West Parcel, including Northstar trails to the north and west, the paved Fibreboard Freeway south of the West Parcel development area, and the TRT south of the West Parcel development area. There are also approximately 16 miles of trails within the West Parcel that are currently leased by CNL/Vail Resorts

for recreational purposes. The TRT Brockway Summit trailhead is located approximately a half mile southeast of the West Parcel. However, because the MVWPSP would construct internal trail connections to regional trails, increased use of nearby trailheads are not anticipated to be substantial. The Fibreboard Freeway and the TRT are located within the Tahoe Basin and are separated from the West Parcel by a ridge, which serves as a natural visual barrier between recreation trails and roads south of the West Parcel. As discussed in Section 17.1.1, “Recreation,” average daily use of the TRT in summer 2014 west of Brockway Summit and directly south of the West Parcel was 30 users and average daily use of the TRT east of Brockway Summit was 157 users. Implementation of the MVWPSP would increase the use of existing recreation facilities by introducing new residents and visitors to the West Parcel. Because it is estimated that only 20 percent of the residential population would be full-time residents (see Chapter 3, “Project Description”), and because the MVWPSP project site and surrounding area contain extensive trail resources for use by residents and visitors, the project is not anticipated to result in an increase in use of these trails such that additional physical deterioration would occur. To minimize the potential for residents to establish new user-made trails, the MVWPSP would develop, in consultation with NCSD and other organizations involved in trail development (MVWPSP Policy OS-4), approximately 14 miles of multi-use recreation trails on the West Parcel with connections to the trail system west of the West Parcel development area.

2.2.13 Revisions to Chapter 19, “Alternatives”

In response to comments IO31-45 and IO31-46, which suggested additional alternatives to be evaluated in the EIR, the test of Chapter 2, Section 2.3, “Alternatives to the Proposed Project,” on pages 2-6 and 2-7 of the Draft EIR is revised as follows:

19.8 ALTERNATIVE 5: EAST PARCEL REDUCED DENSITY ALTERNATIVE

Alternative 5, the East Parcel Reduced Density Alternative, would reflect the same features as Alternative 2, the No Project – MVCP Alternative, described in Section 19.5, but would reduce the number of units from 1,360 to 418 (similar to the unit count evaluated in Alternative 3, Reduced Density Alternative, on the West Parcel) and would reduce the developable area from 670 acres to 200 acres. In all other respects, this alternative would be same as Alternative 2, the No Project – MVCP Alternative. As with Alternative 3, the West Parcel Reduced Density Alternative, the unit count of 418 would reduce the magnitude of the significant traffic impacts of the proposed MVWPCP. By virtue of its reduced level of development, it would result in largely commensurate impact reductions in virtually all environmental issue areas.

East Parcel

The majority of the 6,376-acre East Parcel and all of the West Parcel are designated Forest and zoned TPZ. However, the MVCP designates approximately 670 acres of the East Parcel as Low Density Residential and General Commercial, with corresponding zoning of Single-Family Residential and Neighborhood Commercial (Exhibit 19-1). Under Alternative 5, development would occur pursuant to the MVCP land use designations, as described for Alternative 2, above. However, the area zoned Single-Family Residential and Neighborhood Commercial would be reduced to 200 acres, and the balance (470 acres) would be rezoned as TPZ and designated Forest, to be preserved with the remainder of the East Parcel. In addition, the number of residential units would be reduced to 418. Similarly, commercial development would be constructed, but would also be reduced, resulting in approximately 3.6 acres (approximately 19,000 square feet) of commercial development. All other development details would be the same as Alternative 2, including utilities, roads, recreational amenities, and project phasing. Under Alternative 5, there would be no conservation easement or sale of lands to a conservancy or land trust.

West Parcel

As with Alternative 2, Alternative 5, the East Parcel Reduced Density Alternative, would involve no development on the West Parcel, which would remain designated Forest and zoned TPZ.

19.8.1 Land Use and Forest Resources

Alternative 5, the East Parcel Reduced Density Alternative, would include the same land use impacts as the proposed MVWPSP. This would include redesignation and rezoning of 470 acres of the developable area of the East Parcel to Forest and TPZ. There would be no redesignation and rezoning Forest and TPZ lands on the West Parcel. For the same reasons described for the MVWPSP, these impacts would be less than significant. Because Alternative 5 would reduce the number of residential units and the amount of commercial development, the aggregated footprint of disturbance would be reduced and fewer trees would be removed than under the MVWPSP, although the impacts of both alternatives would be less than significant. (Similar/Less)

19.8.2 Population, Employment, and Housing

Similar to the proposed project, Alternative 5, the East Parcel Reduced Density Alternative, would generate a temporary increase in employment related to construction activities. The anticipated buildout of this alternative would include 45 percent less commercial development than the project and up to 418 dwelling units, or 342 fewer than the proposed MVWPSP. Based on the MVCP population rate of 2.5 persons per household, the buildout population could reach approximately 1,045 persons, approximately 855 fewer than the project, with approximately 20 percent of the population as full-time permanent residents. Alternative 5, like the proposed MVWPSP, would be within the growth anticipated for the Martis Valley (21,500± persons) and consistent with the vision for the Martis Valley identified in the MVCP. Because the commercial development would be reduced by 45 percent as compared to the proposed MVWPSP, the number full-time equivalent employees for Alternative 5 would also be reduced by approximately 45 percent, resulting in an estimated 67.47 FTE employees on the high end to 36.62 FTE employees on the low end. The Placer County General Plan Housing Policy C-2 employee housing requirement would be met through payment of an in-lieu fee for 50 percent of full-time employees (approximately 18.31 to 33.74 FTE employees). Alternative 5, like the proposed project, would be consistent with planned growth and Placer County employee housing requirements, resulting in similar less-than-significant population, housing, and employment impacts. (Similar/Less)

19.8.3 Biological Resources

Construction and operation of Alternative 5, the East Parcel Reduced Density Alternative, would permanently alter fewer acres than the proposed MVWPSP (200 acres compared to 662 acres under the proposed MVWPSP). Alternative 5 would affect similar vegetation, species, and habitat types as the proposed MVWPSP. Table 7-1 in Chapter 7, "Biological Resources," includes the acreages of vegetation communities and habitat types on the 670-acre MVCP development area. In addition to the habitat types on the West Parcel, the East Parcel development area has Jeffrey Pine forest, subalpine conifer forest, but does not include white fir/red fir forest aspen forest, wet meadow, or montane riparian. As with the project, the development would alter currently undeveloped forested land. Overall, impacts of this alternative would be similar in character but less in degree, as the footprint of development would be reduced. However, this alternative would have a greater chance to adversely impact wildlife movement corridors because the development would be more separated from existing development. The East Parcel development site could bisect an intact swath of forested habitat that connects large areas of undeveloped public lands to the north and south of Martis Valley. This could result in an additional significant impact, which could be significant and unavoidable. Overall, most biological resource impacts of this alternative would be reduced, as compared to the proposed

MVWPSP, because of the smaller area of disturbance. However, Alternative 5 could result in a new significant impact related to the disruption of wildlife movement corridors. (Similar/less, potential for a new significant and unavoidable impact)

19.8.4 Cultural Resources

Implementation of Alternative 5, the East Parcel Reduced Density Alternative, would include less development than the proposed MVWPSP and it would occur on the East Parcel rather than the West Parcel. Similar to the proposed MVWPSP, construction and excavation activities associated with this alternative could unearth previously undiscovered or unrecorded human remains or archaeological resources, if they are present. Development of a portion of the East Parcel could also adversely impact archaeological resources eligible or potentially eligible for listing in the NRHP and CRHR. Like the project, mitigation would be available to reduce these impacts. However, the potential for these impacts would be reduced due to less ground disturbance and development. Therefore, the impacts of this alternative on cultural resources would be similar but less than the proposed MVWPSP. (Similar/Less)

19.8.5 Visual Resources

Construction activities under Alternative 5, the East Parcel Reduced Density Alternative, would be similar to the proposed MVWPSP, but would alter the visual character of the East Parcel rather than the West Parcel. Similar to the MVWPSP, this alternative would not include new buildings in close proximity to SR 267 and would not adversely affect a Placer County-designated scenic route, although it would include a new access road visible from SR 267. Similar to the proposed MVWPSP, this alternative would result in the conversion of a forested site that is dominated by native vegetation to a developed site that would be characterized by human-made features. Alternative 5, like the proposed MVWPSP, would not result in significant impacts to scenic vistas or visual character. However, Alternative 5 would result in reduced visual resource effects because it would reduce the development footprint to 200 acres, reducing tree removal and site disturbance. Because this alternative would result in fewer units and commercial buildings, new light sources would also be reduced. Like the proposed MVWPSP, the new light sources from Alternative 5 would make a significant and unavoidable contribution to cumulative impacts on nighttime views in Martis Valley. Because the development area would be farther from the Lake Tahoe Basin, there would be less potential that any portion of the development itself, or light and glare generated by the alternative would be visible from any portion of the Tahoe Basin. Overall, the alternative's visual impacts would be similar to the proposed MVWPSP and the alternative would result in the same significant and unavoidable impact. (Similar/Less, same significant and unavoidable impact)

19.8.6 Transportation and Circulation

Under Alternative 5, the East Parcel Reduced Density Alternative, land use and development would be similar in character to the proposed MVWPSP, but the alternative would include 418 fewer dwelling units, which represents approximately a 45 percent decrease in the number of residences compared to the proposed MVWPSP. This alternative would result in reduced trip generation as shown in Table 19-2, below. The decrease in trip generation would result in less traffic on local and regional roads, highways, and intersections.

Table 19-2 Comparison of Trip Generation from the Proposed MVWPSP and Alternative 5, the East Parcel Reduced Density Alternative

	Vehicle Trips							
	Daily	p.m. Peak	p.m. In	p.m. Out	Sunday	Sunday Peak	Sunday Peak In	Sunday Peak Out
Proposed MVWPSP	3,985	330	164	165	2,941	339	162	176
East Parcel Reduced Density Alternative	2,278	187	93	94	1,619	187	90	97

Source: Fehr and Peers 2015

Overall, traffic generation would be lower than the proposed MVWPSP. However, the incremental increase in traffic from Alternative 5 would affect the same intersections and roadway segments as the proposed MVWPSP, described below.

Although the magnitude would be reduced, Alternative 5 would worsen already unacceptable operations at the SR 267/I-80 WB Ramps, SR 267/Schaffer Mill Road/Truckee Tahoe Airport Road and SR 267/Highlands View Road intersections during the winter peak hours. Mitigation Measure 10-1 would be required to reduce the magnitude of this impact. However, as with the MVWPSP, because Placer County cannot guarantee that Caltrans would implement recommended improvements, Alternative 5 would result in a significant and unavoidable impact but at a reduced level than the proposed project.

Although fewer in number than the proposed project, the vehicle trips generated by Alternative 5 would worsen operation of roadway segments on SR 267 between the Town of Truckee/Placer County line and SR 28 to unacceptable levels during both summer and winter peak hours. Mitigation Measure 10-2 would be required to reduce the magnitude of this impact. However, as with the MVWPSP, because it is unlikely that SR 267 would be widened before this alternative is implemented, Alternative 5 would result in a significant and unavoidable impact.

Alternative 5, in combination with existing and reasonably foreseeable projects, would worsen operations to unacceptable levels or exacerbate already unacceptable operations at the SR 267/I-80 WB Ramps, SR 267/Schaffer Mill Road/Truckee Airport Road, SR 267/Highlands View Road, and SR 267/ project entrance intersections during winter peak hours. This alternative would also result in a considerable contribution to the cumulative impact related to traffic conditions on SR 267. However, as with the MVWPSP, Placer County cannot guarantee that Caltrans would implement recommended intersection signal timing improvements or that SR 267 would be widened. Because there is no additional feasible mitigation to improve the adversely affected intersections and roadway segments, these cumulative impacts would remain significant and unavoidable under Alternative 5.

Overall, this alternative would result in fewer vehicle trips than the proposed MVWPSP, reducing the magnitude of associated transportation impacts, but not to a less-than-significant level. Therefore, Alternative 5 would reduce traffic impacts, but would not avoid the significant and unavoidable impacts of the proposed MVWPSP. *(Similar/Less, same significant and unavoidable impact)*

19.8.7 Air Quality

Overall, air quality impacts of Alternative 5, the East Parcel Reduced Density Alternative, would be similar in nature to the proposed MVWPSP but reduced in magnitude because of a lower volume of construction and operational emissions from constructing a fewer number of residences (418 units). Under this alternative, short-term, construction-generated NOx emissions would be lower than under the proposed MVWPSP, but they would still be anticipated to exceed the PCAPCD significance threshold in the initial construction phase, during which utilities, roads, and basic infrastructure would

be installed. Thus, short-term construction emissions of criteria air pollutants (CAPs) and precursors could violate or contribute substantially to an existing or projected air quality violation, expose sensitive receptors to substantial pollutant concentrations, and/or conflict with air quality planning efforts. These emissions could also make a considerable contribution to a cumulative impact, given PCAPCD's nonattainment status for ozone. Mitigation is available to reduce these impacts to a less-than-significant level. Alternative 5 would result in increased long-term operational emissions, but to a lesser degree than the MVWPSP, and would not exceed the PCAPCD significance threshold for ROG, NO_x, or PM₁₀. Thus, long-term operational emissions of criteria air pollutants and precursors would not violate or contribute substantially to an existing or projected air quality violation, expose sensitive receptors to substantial pollutant concentrations, and/or conflict with air quality planning efforts. However, operation-related emissions of ROG and NO_x may exceed PCAPCD's cumulative impact threshold of 10 lbs per day. Mitigation to reduce operational emissions as well as payment of fees to PCAPCD for regional emission reduction programs would be implemented to mitigate this cumulative impact to a less-than-significant level. Alternative 5 would result in a smaller increase in vehicle trips on the surrounding roadway network, and similar to the MVWPSP, would not result in increases in traffic such that quantitative screening criteria for local CO emissions would be triggered. Therefore, Alternative 5 would not result in increased concentrations of CO that would expose sensitive receptors to unhealthy levels. Furthermore, like the proposed project, the levels of TACs from construction and operation of Alternative 5 would not result in adverse health risk exposures at offsite or onsite sensitive receptors because of the short construction seasons for different parts of the site, the distance to offsite sensitive receptors, and because TACs associated with long-term operations would be minor due to the small amount of commercial uses that would generate diesel PM. (Similar/Less)

19.8.8 Greenhouse Gases Emissions and Climate Change

Similar to the proposed MVWPSP, Alternative 5, the East Parcel Reduced Density Alternative, would result in substantial GHG emissions during long-term operation of facilities and from the use of heavy-duty construction equipment. These emissions would be lower than under the proposed MVWPSP because of the reduced construction activities and the reduced number of residences. Like the proposed MVWPSP, emissions from this alternative may be less efficient than needed to achieve GHG reduction targets that could be in place after 2020, when the project is completed. Therefore, Alternative 5 has the potential to result in a substantial contribution to GHG emissions. Mitigation is available to reduce this impact; however, because of several unknowns (e.g., the GHG emissions target in effect after 2020, the effectiveness of adopted regulatory actions, and the potential for new regulations) this impact would remain potentially significant and unavoidable. Overall the GHG emissions from the alternative would be similar to, but less than, the proposed MVWPSP. (Similar/Less, same potentially significant and unavoidable impact)

19.8.9 Noise

The noise impacts of Alternative 5, the East Parcel Reduced Density Alternative, would be similar to the impacts of the proposed MVWPSP. Like the proposed MVWPSP, during construction of the alternative, newly constructed sensitive receptors may be located adjacent to, or in close proximity to, ongoing construction. Construction activities would occur for an extended period of time, would be located in close proximity to future planned sensitive receptors, and would result in relatively high noise levels, leading to excessive noise levels that disturb future sensitive receptors. Mitigation is available to reduce this impact to a less-than-significant level. Similar to the proposed MVWPSP, the alternative would result in the development of a mix of residential and commercial/retail land uses, including new noise-sensitive receptors (e.g., single- and multi-family residences, condominiums) in close proximity to new stationary noise sources (e.g., HVAC units, electrical generators), which could expose these receptors to noise in excess of allowable noise levels. Mitigation is available to reduce this impact to a less-than-significant level. Alternative 5 would reduce the number of residential units to 418 and the amount of commercial development to 3.6 acres (approximately 19,000 square

feet). This would reduce the associated population, level of human activity, stationary noise sources (e.g., HVAC systems), and passenger vehicle and delivery trips. The maximum increase in project-generated traffic noise would be reduced from what would occur under the MVWPSP (less than 1dB). Therefore, the project-generated traffic noise increase would be imperceptible. However, future sensitive receptors could potentially be located within the 60 dBA L_{dn} contour of SR 267, and thus would be exposed to noise levels that exceed the Placer County exterior noise standard of 60 dBA L_{dn} for transportation-related noise. Like the proposed project, mitigation would be recommended to reduce exterior noise levels at potential future sensitive receptors along SR 267 or to demonstrate compliance with Placer County noise standards through refined noise analysis. Overall, this alternative would result in decreased noise levels; after implementation of mitigation, noise impacts would be less than significant for both this alternative and the proposed project. (Similar/Less)

19.8.10 Geology and Soils

Like the proposed MVWPSP, Alternative 5, the East Parcel Reduced Density Alternative, would result in development that could result in the exposure of people and property to risks associated with unstable soils. Development of Alternative 5 would also involve grading and excavation that could result in soil erosion due to vegetation removal, soil disturbance, and soil compaction. Like the proposed project, mitigation would reduce the potential for exposure of life and property to unstable or expansive soils by requiring site specific geotechnical investigations for all development resulting from the proposed project, by prohibiting residential development on slopes that predominately exceed 25 percent, and by requiring specialized design of any structures located within the area of the ancient landslide. Overall, the soil, geologic and seismicity impacts of the alternative would be similar to the proposed MVWPSP and less than significant, but the reduced development and reduced population would lessen the overall site disturbance and exposure to seismic risks. (Similar/Less)

19.8.11 Hydrology and Water Quality

Similar to the proposed MVWPSP, development under Alternative 5, the East Parcel Reduced Density Alternative, would alter runoff conditions but would not result in significant impacts because the drainage system would be designed to ensure no change to offsite stormwater runoff conditions. Like the MVWPSP, the East Parcel development area would be annexed into NCSD, which would supply water. The water supply would come from groundwater wells on the East Parcel or NCSD wells. Unlike the proposed MVWPSP, onsite wells on the East Parcel could penetrate into the Martis Valley Groundwater Basin, which is less sensitive to pumping and climatic fluctuations than the shallow aquifers accessible from the West Parcel development area. Overall the alternative's impacts on hydrology and water quality would be similar to the proposed MVWPSP, but the reduced development and lower population would lessen water demand and groundwater draw down, and would reduce the overall site disturbance and drainage, hydrology, and water quality impacts. (Similar/Less)

19.8.12 Utilities

Like the proposed MVWPSP, Alternative 5, the East Parcel Reduced Density Alternative, would result in an increased demand for utilities such as potable water, wastewater collection/treatment, and solid waste collection. However, the new demand for utilities would be reduced under this alternative as compared to the proposed MVWPSP because of the reduced number of residences (418 as compared to 1,360). The alternative would be served by new facilities that would collect and convey wastewater from the East Parcel development area to the existing collection systems. Similar to the proposed MVWPSP, the addition of wastewater flows from this alternative could impact the capacity in the existing collection systems during peak flow periods. Mitigation is available to reduce this

impact to a less-than-significant level. Overall the alternative would result in a similar, but slightly less, increased demand for utilities. (Similar/Less)

19.8.13 Public Services and Recreation

Alternative 5, the East Parcel Reduced Density Alternative, would result in a reduction in residential units to 418, thereby reducing the demand related to the proposed MVWPSP for public services such as fire, law enforcement, emergency medical services, and schools. Like the proposed project, this alternative would increase demand for public services but to a lesser degree than the proposed MVWPSP because of the lower number of residential units and reduced population. This alternative, like the proposed MVWPSP, could create a need for additional firefighters at the Northstar Fire Department to maintain targeted response times under all conditions. Mitigation is available to reduce this impact to a less-than-significant level. (Similar/Less)

19.8.14 Hazards and Hazardous Materials

Under Alternative 5, the East Parcel Reduced Density Alternative, the use and handling of hazardous materials would be consistent with federal, state, and local regulations that would minimize the potential for upset or accident conditions or exposure to nearby receptors. The East Parcel development site, like that of the West Parcel, is located in an area with a moderate potential for naturally occurring radon gas, exposure to which has the potential to cause lung cancer. In addition, aerially deposited lead could be present on and near the shoulders of SR 267 and previously unknown contaminants could be identified. Like the proposed MVWPSP, this alternative would expose people and structures to an area with high to very high risk of wildfire. Overall impacts related to hazards and hazardous materials would be similar to the proposed MVWPSP and could be mitigated to a less-than-significant level. However, the reduced development and reduced population would lessen the overall use and handling of hazardous materials and would reduce the exposure of onsite population to wildfire and other hazards. (Similar/Less)

19.98 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CCR Section 15126.6 suggests that an EIR should identify the “environmentally superior” alternative. Table 19-4 provides a comparison of the environmental effects of the alternatives in relation to the proposed MVWPSP to assist in identifying the environmentally superior alternative.

As shown in Table 9-4, Alternative 1, the No Project – No Development Alternative, is the environmentally superior alternative, as all of the significant impacts of the project would be avoided. CCR Section 15126.6 suggests that “If the environmentally superior alternative is the ‘no project’ alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.”

Alternative 3, the Reduced Density Alternative, would result in similar impacts to the MVWPSP, but the reduction in development footprint, units, and population would reduce the severity of the impacts for all resources affected by the proposed project. Nonetheless, Alternative 3 would not avoid the significant and unavoidable impacts of the proposed MVWPSP. This alternative would meet the basic project objectives described in Section 19.1.1.

Alternative 4, the Reduced Footprint, Hotel Alternative, would also reduce the footprint of development, the number of units, and the population, which would result in a smaller area of ground disturbance, removal of fewer trees, some reduction in peak hour vehicle trips, reduced potential for impacts to cultural resources. Therefore, Alternative 4 would reduce potential impacts related to forest resources; population, employment and housing; cultural resources; visual resources; transportation and circulation; geology and soils; hydrology and water quality; utilities;

public services; and hazards and hazardous materials. However, this alternative would result in similar impacts biological resources, air quality, GHGs, noise and it would not avoid any significant and unavoidable impacts. Alternative 4 would meet the basic project objectives (Section 19.1.1).

Alternative 5, the East Parcel Reduced Density Alternative, would result in similar impacts to the MVWPSP, but the reduction in development footprint, units, and population would reduce the severity of the impacts for all resources affected by the proposed project. Nonetheless, a Reduced Density Alternative on the East Parcel would not avoid the significant and unavoidable impacts of the proposed MVWPSP. In addition, this alternative could result in an additional potentially significant impact to biological resources resulting from the disruption of a potential wildlife movement corridor. Furthermore, this alternative would not meet the project objectives described in Section 19.1.1. In particular, it would not meet the following project objectives, which are intended to provide environmental benefits:

- ▲ conserve large, intact and interconnected areas of natural open space that contributes to the last remaining habitat linkages between the Sierra Nevada and Mount Rose Wilderness Area in the Carson Range;
- ▲ minimize habitat fragmentation by development and roads to protect open space from human encroachment;
- ▲ implement a density transfer and retirement by permanently retiring 600 East Parcel residential units and transferring 760 residential units and 6.6 acres of commercial uses from the East Parcel to the West Parcel while preserving in perpetuity 6,376 acres in conservation lands;
- ▲ minimize isolated development that leads to fragmentation of open space and natural resources by developing on lands in proximity to existing development; and
- ▲ limit new infrastructure and disturbance by developing on lands in proximity to existing development.

Alternative 2, the No Project – MVCP Alternative, would result in a larger footprint of development on the East Parcel, resulting in greater impacts to forest resources; biological resources; transportation (increased vehicle trips); air quality; GHG emissions; noise; utilities; and public service and recreation. This alternative could result in additional potentially significant impacts to biological resources resulting from the disruption of a potential wildlife movement corridor. Alternative 2 would result in similar impacts related to population, employment, and housing; cultural resources; visual resources; geology and soils; and hazards and hazardous materials. This alternative would not meet the project objectives described in Section 19.1.1. In particular, it would not meet the following project objectives, which are intended to provide environmental benefits:

- ▲ conserve large, intact and interconnected areas of natural open space that contributes to the last remaining habitat linkages between the Sierra Nevada and Mount Rose Wilderness Area in the Carson Range;
- ▲ minimize habitat fragmentation by development and roads to protect open space from human encroachment;
- ▲ implement a density transfer and retirement by permanently retiring 600 East Parcel residential units and transferring 760 residential units and 6.6 acres of commercial uses from the East Parcel to the West Parcel while preserving in perpetuity 6,376 acres in conservation lands;
- ▲ minimize isolated development that leads to fragmentation of open space and natural resources by developing on lands in proximity to existing development; and
- ▲ limit new infrastructure and disturbance by developing on lands in proximity to existing development.

Table 19-4 Summary Environmental Effects of the Alternatives Relative to the Proposed MWWPSP

Environmental Topic	Proposed MWWPSP	Alternative 1: No Project – No Development Alternative	Alternative 2: No Project – MVCP Alternative	Alternative 3: Reduced Density Alternative	Alternative 4: Reduced Footprint, Hotel Alternative	Alternative 5: East Parcel Reduced Density Alternative
Land Use and Forest Resources	Less than significant (Project and Cumulative)	Less	Similar/Greater	Similar/Less	Similar/Less	<u>Similar/Less</u>
Population, Employment, and Housing	Less than significant (Project and Cumulative)	Less	Similar	Similar/Less	Similar/Less	<u>Similar/Less</u>
Biological Resources	Less than significant with mitigation (Project and Cumulative)	Less	Greater, potential for a new significant and unavoidable impact	Similar/Less	Similar	<u>Similar/Less</u>
Cultural Resources	Less than significant with mitigation (Project and Cumulative)	Less	Similar	Similar/Less	Similar/Less	<u>Similar/Less</u>
Visual Resources	Less than significant (Project) Significant and unavoidable (Cumulative)	Less, would avoid a significant and unavoidable impact	Similar, same significant and unavoidable impact	Similar/Less, same significant and unavoidable impact	Similar/Less, same significant and unavoidable impact	<u>Similar/Less, same significant and unavoidable impact</u>
Transportation and Circulation	Significant and unavoidable (Project and Cumulative)	Less, would avoid a significant and unavoidable impact	Greater overall, same significant and unavoidable impacts	Similar/Less, same significant and unavoidable impacts	Similar/Less, same significant and unavoidable impacts	<u>Similar/Less, same significant and unavoidable impacts</u>
Air Quality	Less than significant with mitigation (Project and Cumulative)	Less	Similar/Greater	Similar/Less	Similar	<u>Similar/Less</u>
Greenhouse Gas Emissions and Climate Change	Potentially significant and unavoidable (Cumulative)	Less, would avoid a potentially significant and unavoidable impact	Similar/Greater, same potentially significant and unavoidable impact	Similar/Less, same potentially significant and unavoidable impact	Similar, same potentially significant and unavoidable impact	<u>Similar/Less, same potentially significant and unavoidable impact</u>
Noise	Less than significant with mitigation (Project and Cumulative)	Less	Similar/Greater	Similar/Less	Similar/Greater	<u>Similar/Less</u>
Geology and Soils	Less than significant with mitigation (Project and Cumulative)	Less	Similar	Similar/Less	Similar/Less	<u>Similar/Less</u>
Hydrology and Water Quality	Less than significant with mitigation (Project and Cumulative)	Less	Similar/Greater	Similar/Less	Similar/Less	<u>Similar/Less</u>
Utilities	Less than significant with mitigation (Project and Cumulative)	Less	Similar/Greater	Similar/Less	Similar/Less	<u>Similar/Less</u>
Public Services and Recreation	Less than significant with mitigation (Project and Cumulative)	Less	Similar/Greater	Similar/Less	Similar/Less	<u>Similar/Less</u>
Hazards and Hazardous Materials	Less than significant with mitigation (Project and Cumulative)	Less	Similar	Similar/Less	Similar/Less	<u>Similar/Less</u>

2.2.14 Revisions to Appendix D, “Consistency with Relevant Land Use Plans and Policies”

Per response to comment 18-44, Table D-2 on page D-47 of the Draft EIR is revised to add the following text:

Visual and Scenic Resources

Goals and Policies	Consistency Determination	Rationale
<u>Goal 1.K: To protect the visual and scenic resources of Placer County as important quality-of-life amenities for County residents and a principal asset in the promotion of recreation and tourism.</u>		
<u>1.K.1. The County shall require that new development in scenic areas (e.g., river canyons, lake watersheds, scenic highway corridors, ridgelines and steep slopes) is planned and designed in a manner which employs design, construction, and maintenance techniques that:</u> <u>a. Avoids locating structures along ridgelines and steep slopes;</u> <u>b. Incorporates design and screening measures to minimize the visibility of structures and graded areas;</u> <u>c. Maintains the character and visual quality of the area.</u>	Consistent	<p>The MVWPSP includes policies, and design standards in Appendix B, which implement the policy. See Impact 9-1 for a discussion of the MVWPSP's proposed location of structures relative to ridgelines, and design and screening measures to minimize the visibility of structures and graded areas. See Impact 9-3 for a discussion of MVWPSP design standards and their effect on the character and visual quality of the area.</p> <p>Specific MVWPSP design standards that implement the policy include Standard 1.d, which requires that “Visual impacts of development will be minimized by using the natural features and terrain, along with built features and landscaping to screen buildings. Tree removal shall be kept to the minimum level feasible to provide natural screening for project elements....”, and “Scenic corridors will not be significantly impacted by development, when feasible, including open meadows, the forested corridor along SR 267, ridgelines and peaks where development activities would be visible from surrounding areas.” Standard 2.a also addresses the policy, requiring that “No residential buildings shall be located where the existing slope predominately exceeds 25%.” In addition, Standard 2.e., which is listed below, directly implements the policy.</p> <p>“Project design shall include the use of setbacks, berms, landscaping, and other screening methods that will shield structures and graded areas consistent with the County’s visual resource policies and ensure that project features do not dominate views from public roads. At a minimum, the project design plans shall demonstrate that:</p> <ul style="list-style-type: none"> • <u>Project components do not silhouette against the sky above the ridgelines or hilltops.</u> • <u>Roof lines and vertical architectural features blend and do not detract from the natural background.</u> • <u>Project components fit the natural terrain.</u> • <u>Project components use building materials, colors, and textures that blend with the natural landscape.</u> • <u>A landscaping buffer, to consist primarily of trees native to the area of adequate height and density to screen project components from public views, is provided for areas adjacent to open space, undeveloped lands, or public roads.</u> • <u>If utility lines lay under roadways, the owner/applicant of the extension or service upgrade will be responsible for road replacement costs if the road needs to be remove to access or extend the utility lines”</u>

Visual and Scenic Resources

Goals and Policies	Consistency Determination	Rationale
<u>Goal 1.K: To protect the visual and scenic resources of Placer County as important quality-of-life amenities for County residents and a principal asset in the promotion of recreation and tourism.</u>		
<u>1.K.6. The County shall require that new development on hillsides employ design, construction, and maintenance techniques that:</u> <u>a. Ensure that development near or on portions of hillsides do not cause or worsen natural hazards such as erosion, sedimentation, fire, or water quality concerns;</u> <u>b. Include erosion and sediment control measures including temporary vegetation sufficient to stabilize disturbed areas;</u> <u>c. Minimize risk to life and property from slope failure, landslides, and flooding; and,</u> <u>d. Maintain the character and visual quality of the hillside.</u>	<u>Consistent</u>	<u>As described in Impacts 14-2, 14-3, and 14-4, the MVWPSP, with mitigations incorporated, would not cause or worsen the natural hazards identified in the policy, would include erosion and sediment control measures, and would minimize risks from slope failure, landslides, and flooding. As described in Impacts 9-1 and 903, the MVWPSP would maintain the character and visual quality of the affected hillside.</u>

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